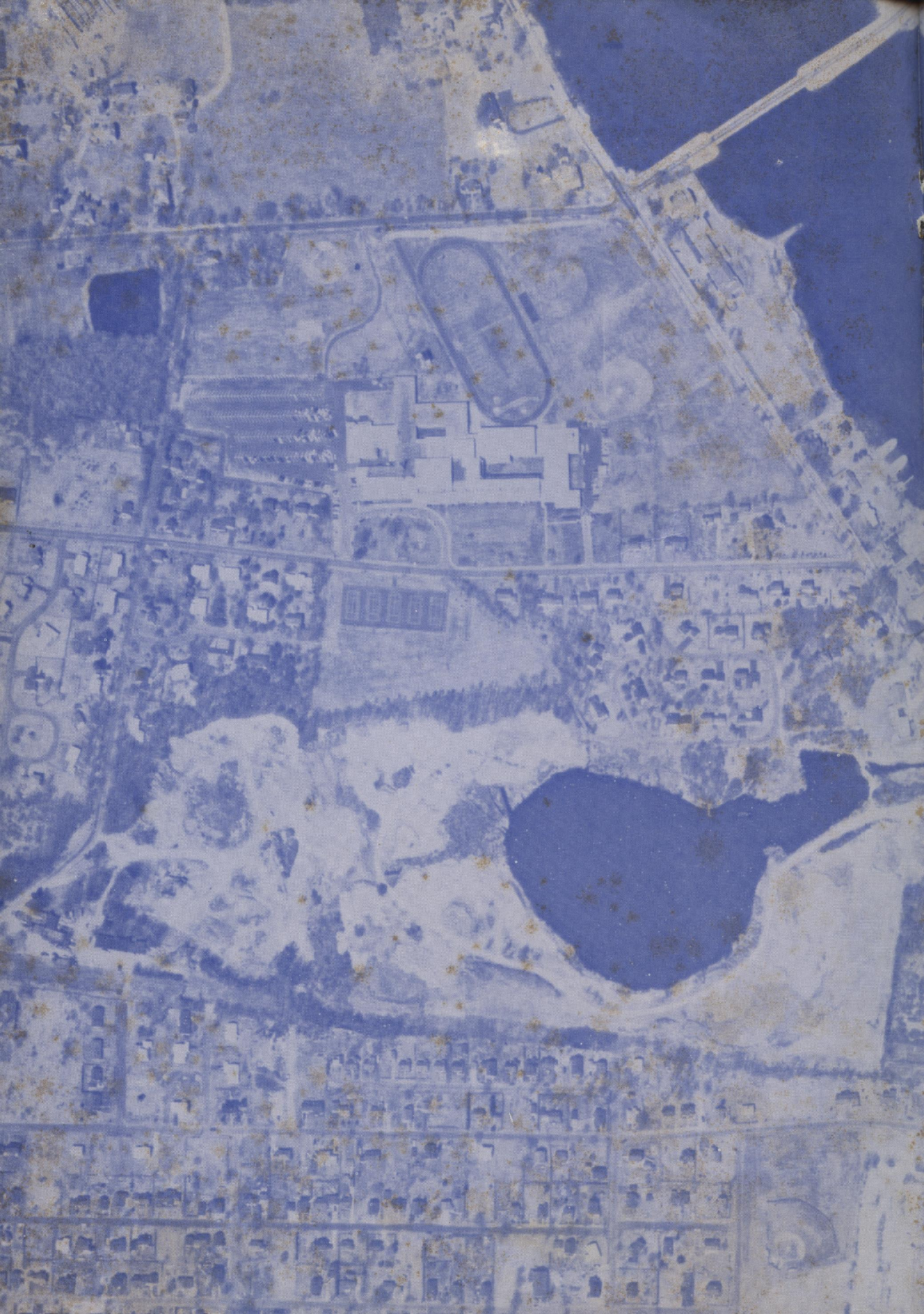




BARRINGTON

TWO HUNDREDTH ANNIVERSARY





FOREWORD

In the year of 1970, Barrington is celebrating its two hundredth anniversary as an Incorporated Town in the State of Rhode Island. In actuality, the first English visitors came to this general area in 1621. In 1623, there was a meeting in what is now Hampden Meadows, between Edward Winslow, John Hampden, and Massasoit. In 1653 the area comprising our town was sold to a group of proprietors and a definite settlement took shape. It was not until one hundred and twenty years later, however, that this settlement incorporated and emerged with the form of government we know today.

The intent of this book is to offer a brief and understandable record of Barrington in the years between its settlement and the present day. It is divided into four historical periods relating to the Indians, the Post-Revolutionary years, the Brickyards, and the modern era.

The writing and arrangement were accomplished by an editing committee; the research was compiled and written by a committee of interested residents, including two Barrington College students. Pictures and documents were offered by many families with roots set deep in Barrington, and by the Barrington Preservation Society. For all the items which appear we are grateful; but we are also appreciative of many others which were read and studied, and which added to our knowledge without finding a place in print.

It is our hope that this book will be helpful and entertaining to Barrington's current inhabitants. May it also find a place on the bookshelves of future students who may wish to learn the modes of life and celebrations of this century.



Robert E. Anderson, Chairman
Judith A. Hurst
Martha F. Patten
Editing Committee



RICHARD E. CURRIER

CARMEN J. LONGO

ROBERT W. SHADD

President

T. ROBLEY LOUTTIT, JR.

JAMES E. LATHROP, JR.

RESOLUTION

WHEREAS, in the year 1770 A. D., the General Assembly incorporated a town including within its boundaries certain land on the westerly side of the river between Bristol and Rumstick extending northerly to Miles' Bridge "to be distinguished, called and known, by the name of Barrington"; and

WHEREAS, the said Town of Barrington has grown and flourished during the past two centuries; and

WHEREAS, the said Town of Barrington has enjoyed a history of progress of which its citizens are justly proud; and

WHEREAS, it is altogether right and appropriate that the citizens of the said Town of Barrington set aside a time to commemorate their proud heritage

NOW, THEREFORE, BE IT HEREBY RESOLVED, That the Town Council of the Town of Barrington does hereby designate the year 1970, and more particularly, the month of May, 1970, as Barrington Bi-Centennial Year and Barrington Bi-Centennial Month, respectively, as a time for the citizens of the Town of Barrington to pay tribute to the great heritage of the Town of Barrington and to join together to celebrate the Bi-Centennial Year of the incorporation of the said Town of Barrington.

Adopted by the Town Council of the Town of Barrington this 14th day of February, A. D., 1970.

Town Council President

THE BARRINGTON BICENTENNIAL CELEBRATION

When faced with the prospect of remembering Barrington's 200th anniversary, those concerned with the celebration plans decided to create an organization that would recognize the anniversary in a meaningful way. The basic objectives of the celebration were analyzed and five important points were decided upon.

First; to honor our heritage.

Second; to create new civic awareness and a true home town feeling.

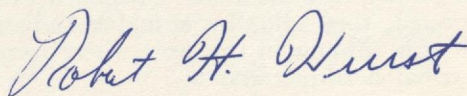
Third; to uncover new civic leaders.

Fourth; to help stimulate local economy.

Fifth; to focus our attention on the Barrington of tomorrow.

The citizens of Barrington, with the go-ahead of the Town Council, accepted the challenge and built an organization which started with the creation of a review and guidance committee. The executive committee was established and a plan of action decided upon with a chart of organization spelling out the prime responsibilities. A corporation was legalized with its officers, advisory boards, and executive committee. An overall program was decided upon, dates were set, and on January 1, 1970 Robert W. Shadd, President of the Town Council, proclaimed 1970 as Bicentennial Year.

The events which have been the highlights of this celebration have meant good times for all who participated, and they will be long remembered. Before the year ends they will have also renewed and strengthened a sense of pride in the community. If all the objectives of the Bicentennial Celebration are met, it will be due largely to the efforts and hard work of the hundreds who were part of the team.



ROBERT H. HURST
*General Chairman
Bicentennial Committee*

SETTLEMENT TO TOWN 1620-1770

If the first winter in Plymouth was a bitter struggle for survival by the new settlers from England, it was an equally terrible few months for their Indian neighbors to the south. The Wampanoag subjects of the Sachem Osamequin or Massasoit were members of the Algonquin Indian Nation which covered all of New England east of the Hudson. They owned and hunted southeast Massachusetts, the south coast islands and the Atlantic shore from the tip of Cape Cod westward to the Providence River and Narragansett Bay. Their tribe had been frightfully ravaged by a plague which was probably smallpox; the starving, weakened survivors lived in constant fear of sudden death at the hands of the warlike Narragansetts just west of the great bay.

As the welcome spring of 1621 crept out over the icy landscape, the English who survived, buried their dead and began to think of fishing, building, planting and harvests. Then came heartening visits from two Wampanoag braves named Samoset and Squanto the latter of whom knew English because of a previous enforced stay in England as a captive. Apparently he bore no ill will, for he came in peace and offered practical information on where and when to plant, on furs to trade, and promised a visit soon from the "Great Leader" which was the English translation of the Wampanoag title Massasoit. Plymouth was connected, they said, by a major Indian trail with Sowams in this area where were the tribal headquarters.

A week later came the Indian ruler himself with an armed retinue and Squanto as interpreter. At first the principals on both sides were nervous; the Indians stopped on the far side of a brook, not wishing to come nearer without some reassurance. Edward Winslow, called in accounts of the day the "diplomat and realty organizer of the Mayflower company", crossed the stream with gifts, "strong water" and food.

His words bred confidence; the Indians crossed; the parley began!

Briefly, the chief accepted the sovereignty of England and gave title to all his lands to King James and his heirs forever. In return he would expect the English king to protect the Wampanoags in future wars and give them guns to use against their enemies. Obviously each side needed the other, and sincere pledges of peace and help were exchanged. After the Indian party left for Sowams, Squanto remained with the settlers whom he was to aid and advise until the end of his life. On the surface it was a successful meeting and each side felt satisfied with the way things had gone. However, there was lacking a mutual understanding of just what was entailed in a real estate transfer. The backers of the Mayflower venture were businessmen; they had invested their money and risked their lives to obtain these lands for their king. They expected a firm, lasting and exclusive title to certain lands as their reward. The Indian mind was non-legal; it did not comprehend that yielding of ownership of land would mean losing the rights to hunt and fish and farm it as before. This difference in concepts would lead to bloody struggles after the death of Massasoit.

In the summer of 1621 Edward Winslow and Stephen Hopkins paid a return visit to the Warren-Barrington area. They found that the Indian settlement there had once been much larger, but was now terribly reduced by the epidemics of the last winters. So few were left in many places that the survivors had not been able to bury the dead and the ground was littered with bleaching skeletons. Food was scarce, the small bark cabins were dirty and uncomfortable. However Massasoit's welcome was friendly, he was greatly pleased by the gifts of a red coat with lace and a heavy copper chain, and discussions continued on a fruitful basis. Although the tribe was

then existing mainly on fish and oysters, there would soon be a corn harvest, and corn would be sent in due course to supplement what the settlers could glean themselves. Trade with the British was encouraged by Massasoit. Soon settlers began to move southward into what had been Indian land and now belonged to the Crown. A year or so later Massasoit and Winslow were to meet again, this time on soil which would later be part of Barrington. An account of the visit reconstructed from records of that day, by a Barrington College student of today.

The Land Court at Plymouth drew much criticism for its failure to push on with the granting of individual deeds to original Mayflower backers. To stir the unrest still more, a trading post was established on Tyler Point somewhere near the present Yacht Club, and many felt that golden trade opportunities were being missed. Finally in 1652 the ten eligible backers made a choice of the lands they wished to share. It ran from the southern border of Seekonk southward to Narragansett Bay, and roughly from the Providence River on the West to the Warren River on the east, including portions of Riverside, East Providence, Seekonk, Swansea, Rehoboth and all of present day Barrington. A basic contract of mutual responsibility was drawn and signed in 1652 by the following:

William Bradford	John Winslow
Thomas Prince	Coeyswance Mitchell
Thomas Willett	Quelm Winslow
Edward Winslow	Resolved White } Bour's father
Thomas Cushman	Peregrine White }
Thomas Clark	Myles Standish

In 1653 Osamequin (Massasoit) and his first son Wamsetto (later given the English name Alexander) received the sum of 35 pounds sterling and signed "The Grand Deed of Saile of Lands," and the more detailed work of dividing the large tract between private owners could begin. It was decided that each of the proprietors

would be eligible to receive 80 acres for each half share he held in the 1620 venture. Each parcel would contain some upland area for house and farm, as well as some waterfront meadow for summer grazing and for winter hay. Sometimes these areas adjoined each other — sometimes they did not. A few less fortunate shareholders had houselots in Barrington and salt meadows in Warren on the Kickemuit River! A lottery was set up, the drawings were made. Those who were happy were free to move in; those who liked their allotment but little, were free to dispose of all or part to others.

Many of the new owners did just that, for not all of them still wished to move to Sowams even if it was regarded as a garden spot. After all, 33 years had elapsed and these were people of energy and substance who had prospered in other ventures while the Plymouth court had dawdled. Myles Standish who received the land north of Mouscouchuck Creek and along Washington Road in West Barrington, had founded Duxbury and had no intention of leaving it. Thomas Prince was many-term governor of Plymouth Colony. Although his name is attached to a hill and a cemetery here, his land went quickly into the hands of others.

In a Proprietary such as this, not all land was necessarily allotted to individuals and

there were, in a sense, buffer zones owned as "common lots" by the community. Some were designated as Pastor's or Teacher's lots and income from these went toward the support of school and church. Some might be used for pasturing of cattle (all of which were branded in those days), and other areas were left wooded. And of

course Massasoit and his people were still in the vicinity. The fact that the sale had been formalized did not by any means prevent the former owners from wandering back and forth between their favorite winter and summer camping places. They camped on the unoccupied land of absentee owners and common lots.

They fished and hunted and trapped and brought goods to "truck" at the trading post at the foot of Hampden Meadows Neck. Their temporary villages were set in open fields near to springs or freshwater streams. Scamscommuck Spring still exists in the salt meadow at Quincy Adams and Cold Spring Roads, and Tom's Spring on Rhode Island Country Club property flows limpidly and clearly today from the west end of Pezzullo Avenue to Mouscochuck Creek. These springs of course had to be shared with the new white residents. Historians themselves are divided as to whether Massasoit may have lived in Barrington part of the time. Majority opinion seems to be that he spent most of his time in Warren at a site on the east bank of the Barrington and Warren Rivers' confluence. Certainly he must have known the Barrington area well. Certainly all Indian students agree there were great shellfish feasts each summer on the bluffs at Nayatt and a favorite year-round residence seems to have been the north bank of the Mouscochuck between Washington Road and the Providence River. Great numbers of artifacts have been found there. Across the road a mound-levelling Operation on the fourth green of the Country Club a few decades ago brought to light several Indian skeletons.

The proprietors regulated carefully the sale of lands to any outside their own group. Still, eligible buyers seemed to appear. In 1660 the proprietors signing a compact were: John Brown, Thomas Willett, Stephen Paine, Joseph Peck, John Allen, Peter Hunt, Henry Smith, Philip Walker, Thomas Chaffee, Samuel Newman. Only one of these was a signer of the original agreement eight years before. By 1680 there were 97 proprietors, many of whose names are still prominent in Barrington.

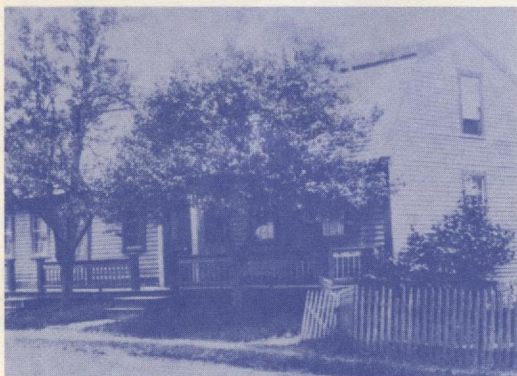
Thomas Willett was a proprietor who did live most of his life here. His land

lay partly in Riverside and partly in East Providence and he was friendly with the Indians and trusted completely by the Plymouth government, for whom he had performed many confidential assignments. It was his farseeing and hopeful plan to separate from Rehoboth the areas of today's Swansea, Riverside, Barrington and parts of Seekonk and East Providence and there to establish a settlement which would welcome the growing number of Baptists who had flocked to the area of Providence with its unheard-of religious freedom as preached by Roger Williams. The Rehoboth Baptists — decent people all — were a constant affront to the intolerant Plymouth Congregation who, though vaunting their cherished right to dissent, refused the same privilege to others. Not only would the new community remove a possible source of dissension dangerous to the white population and, he hoped, deal fairly with his Indian friends; it would also (surprise) make money by establishing a water connection between Sowams' rivers and a deep-water port at Bristol. This would be a transfer point for cargoes from deep-draught trans-Atlantic vessels to shallow-draught coastal vessels built and berthed in the community. Who could lose? Even the Wampanoags thought the pelt trade might pick up!

Willett's financial partners were the Browns and the Allens of Wannamoisett; his old and strong ally in the Baptist church was Pastor John Myles with whom he had co-founded a Baptist group in 1663. His Congregational backers are not listed but thought to have been numerous! With friendly support from all concerned, Willett's plan was submitted to Plymouth, and in 1667 the territory he outlined was cut off from Rehoboth and incorporated as the town of Swansea, named after the Welsh town from which Pastor Myles had come. Barrington still did not exist as an independent town but was a part of the new settlement and no longer had any ties with Rehoboth.

The new church put up a meeting house, the first on today's Barrington soil, and this was at Nockum Hill on the north side of Hundred Acre Cove. It was burned, of course, in King Philip's War but a large boulder marks its site, and close by is

Burial Hill, Barrington's first cemetery. Most of the oldest markers have been destroyed. The earliest decipherable is that of Mrs. Renew Carpenter who died in 1703. Old names dating from then on are: Grants, Humphreys, Allens, Hicks, Luthers, Chases, Shorts, Bosworths, Carpenters, Lees, Bowens, Folletts, Goffs, O'Brians, Yerringtons and Ormsbees. In addition to his pastoral duties, John Myles was the area's very first (and surely for the day hardest-working) educator. He was appointed to the post in 1658 and had to travel as well as guard the fold in church. John held classes in a citizen's home in Wannamoisett for two months, then moved to a home near his church for a two-month term, then to another location near the



Myles Garrison House — Swansea Historical Soc.

Kickemuit River for a third term. For this he was well-paid: 40 pounds sterling per year — though probably hosts who were generous threw in room and board.

Swansea prospered, and so we assume, did Barrington. By 1674 there were 40 "fair" dwellings scattered from Wannamoisett to the Rehoboth boundary. More settlers applied than could be accommodated and only sober, well-qualified citizens (and *very* few bachelors) were accepted. Friendly Massasoit had died in 1661 and his first son Wamsetto, (Alexander), had succeeded him as head of the Wampanoag Federation. The new leader was not too well disposed toward Plymouth in any case for his wife, herself a Queen Sachem named Weetamoe, had several times brought him there for punishment for having sold and resold her tribal lands to the whites. Again he was called to account during the first year of his reign

on a charge of plotted rebellion. He was treated with courtesy but detained as a prisoner. During his stay he developed a high fever and died on his return journey. Though probably due to an emotional upset to which Indians were prone, death was thought by the new, young King Philip, to be due to a dose of English poison! In any case, relations between the Indians and new settlers had been worsening so this was only one more exasperating circumstance. Philip drew closer to the other tribal chieftains; he even dealt from time to time with the fierce Narragansetts whom his father had feared. Though deeply disaffected with the Plymouth government, he retained his confidence in Captain Willett. Despite numberless boundary disputes and the inevitable and irritating shrinkage of hunting lands, Philip did his best to keep his braves under control and maintain the peace.

As tension mounted three of the more substantial settlers' houses were prudently strengthened and fortified as garrisons for public protection in case of need. The Brown house in Wannamoisett, the Pastor Myles house in Swansea (next to Palmer River Bridge in Barneyville), and the Bourne House near Kickemuit River in Warren, were the three chosen. "Garrisons" are still built and sold here today although the resemblance certainly now stops with the exterior!

In 1674 Captain Willett died, and all factions lost. The balance wheel had failed. All hope of peace was lost. On a spring Sunday in 1675 when the Baptists were in their meeting house at Nockum Hill and the Congregationalists were piously gathered in Rehoboth (There were severe cash fines for *not* being piously gathered on the Sabbath.), a group of Philip's young braves pursued the fascinating pastime of looting empty houses. A resident of the Warren area, returning from church without waiting for the Sunday afternoon double-feature, found trespassers going over his father's property and in righteous wrath attempted to put a quick end to the careers of the whole band. He only caught one but wounded him severely. First blood had been spilled. The war could proceed with fury — first blood but far from last!

By nightfall Swansea's settlers were gathered in their garrisons and help was on the way from Plymouth. Next day the troops arrived and deployed to defend the tiny garrisons. The Indians worked themselves into new frenzies and looted and burned more houses left vacant by their owners. For some now unknown reason, Governor Josiah Winslow did not take the offensive but kept his troops on guard duty. Also he issued an order for a colony-wide day of prayer, thus forcing the settlers forth to their respective meeting-houses and into the ambushes of their murderously excited enemies. In a group of Swansea Congregationalists returning from service in Rehoboth, one man was killed and others wounded, despite an armed guard. Two more seeking a surgeon were murdered, as were several others who had left the garrisons to seek bits of food from their plundered homes. The Indians had developed a playful habit of decapitating those they had shot and scalped, and leaving the heads rolling on the ground like bowling balls.

An attempt was made to corner Philip at Mount Hope but he slipped away from this area and eventually went to Boston and as far west as the Connecticut River Valley. With him moved the massacres, the pillaging, the burnings. Captain Church of Little Compton, a renowned Indian tactician, kept a vigilant eye on this area. He won over to the settlers' side Queen Awashonks, lady sachem who was also Philip's sister-in-law, and this kept matters from getting any worse.

During the winter of 1676 a great battle took place across the bay at Kingston. It was known as the Great Swamp Fight and in it the troops of Boston, Plymouth and Swansea burned a great Narragansett camp which also sheltered numbers of Wampanoags. They massacred with incredible ferocity men, women and children as they fled into the snows of deepest winter.

Although Philip's raids continued in the Boston area and westward and Medfield, Brookfield, Sudbury, Mendon, were put to torch and tomahawk, his strength was greatly weakened by the Swamp Fight. Many of his braves had been killed, many deserted him, and finally he stole back with a pathetically small force through enemies

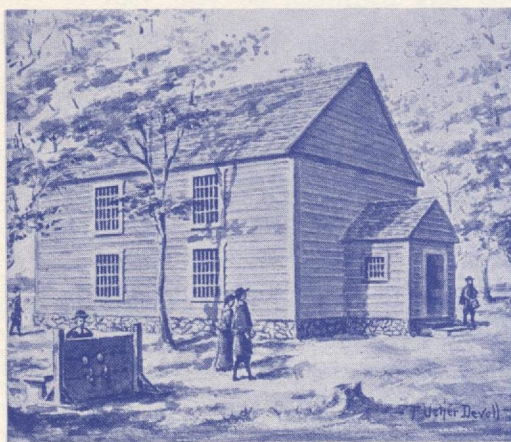
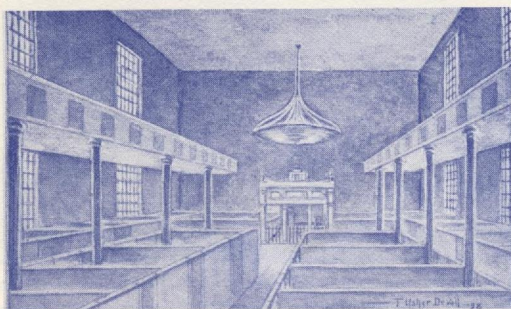
ravaging for his blood, to the country of his youth, Mount Hope at Bristol. There after a war that had lasted 14 terrifying months, he was trapped in a swamp and shot by one of Queen Awashonk's warriors who was in the service of Captain Church. Because of the flaming hatred stemming from the blood-baths on both sides, Church who was otherwise a reasonable man, decreed that not one of Philip's bones should be buried. He was beheaded, quartered, and his hands were cut off. The head and a deformed hand were given to the brave who had shot him, and became a source of income as he exhibited them. In time the poor, maimed hand was given to the Bay State Colony in gratitude for its substantial help. The head eventually spent 24 years on a pole at Plymouth as a horrendous warning to other presumptuous Indians. No histories seem to chronicle exactly what did happen to the bones; perhaps we should not seek to know. Philip's wife and young son were sold into slavery in the West Indies and not heard of again.

Although the losses in dwellings and lives had been staggering to the new Swansea-Barrington community, the power of the Indian had been broken forever. As the settlers returned to their ransacked plots, overgrown fields and ruined buildings, the reduced Indian population retired, and the white land-owners felt a new and wonderful confidence.

Pastor Myles who had sought refuge in Boston during the war, was invited to return to a new meeting-house built by the Baptists at Tyler's Point. He preached there until his death in 1683 and is thought to be buried in the little cemetery not far from the Barrington Yacht Club. Without a common foe to unite them for survival, the Baptists and the Congregationalists had much more time for dispute and dissension. Soon after Pastor Myles' death, the Baptist meeting withdrew from Barrington and built a church in more congenial North Swansea.

In 1710 a Congregational Church was founded in this area. This served parishioners from the whole Swansea area. Although the exact location of the first church, is uncertain, it seems most likely that it was built on Jenny's Lane between Mathewson and Rumstick Roads. New

houses also began to appear, and most of them were in the New Meadow section which was then the center of activity. A handsome example of the building of the time is the old John Martin house at 123 Massasoit Avenue. It is probably the oldest dwelling in Barrington and was built about 1707 to replace an earlier structure destroyed in the Indian War. An interesting feature is a spring-pegged dancing floor in a large room which was evidently used as a ballroom in times more festive than these first serious days. Other old homes



in the vicinity are the James Martin House at 125 New Meadow Road, later known as the Sarah Bishop House, and two small cottages probably originally built by fishermen at 166 and 170 on the water side of the same road.

During Colonial times the bay afforded ample seafood for the inhabitants, but also presented problems. The entire Barrington area is something like a glove with waterways between the fingers. Ferry boats became the mode of transportation across

the gussets. The earliest ferry — about 1680 — was known first as Ingraham's Ferry. Later it was run by the Toogoods (whose name is really too good to miss!), and still later and for a long period by Dunkin Kelly and his descendants. Its rates were eventually regulated by the community; it was a cable-ferry; it connected the lower end of New Meadow Neck with Warren. Cattle, swine, coaches, foot-passengers and troops were accommodated, and it was so located as to take care of the bulk of the Boston to Providence to Newport traffic which came down the Neck and not through what is now Barrington Center. Somewhat later there was a Martin's Ferry from the foot of Ferry Lane where a stone pier still exists. It ran to Warren and adjoined the Martin boatyard. There was also a thriving boatyard which operated in somewhat later years on the Palmer River at Barneyville, just outside the current Barrington limits.

In 1691 the Massachusetts Bay and the Plymouth colonies merged and both Swansea and Barrington came under the government of the Massachusetts Colony. In 1717 our area was officially separated from Swansea and for a short time existed as the independent town of Barrington, Bristol County, Massachusetts Colony. A town government with an Annual Meeting was set up and corporate records were kept. Only free men who owned property valued at \$130 were allowed to vote. Thomas Bicknell, Barrington's devoted historian, scholar and descendant of first settlers, lists in great detail the long list of public offices. Briefly a few of the more interesting ones are:

Constables — to keep peace and make arrests

Tything men — to preserve order at the meeting-house and to collect moneys due for the support of the minister of the town (Congregational, of course!)

Fence Viewers — to adjust differences of opinion between contiguous owners.

Sealer of Leather — to inspect and certify leather used in boots, harness, etc.

Pound Keepers — to maintain pounds and impound cattle, horses going at large (dogs?)

Hog-Reeves, to impound hogs running at large and to execute ordinances as to swine.

Many people feel that 1717 should have been taken as the date of Barrington's corporate beginning. However, independ-

a place where the stage-stop had been established, where the Post-Office was, where there was a store and several taverns and restaurants. Joshua Bicknell felt so strongly that he gave the church a piece of land approximately where the "White Church" stands today.



Prince's Hill looking North

ence was short-lived and in 1747 Bristol County was turned over to the Colony of Rhode Island and Barrington was made a part of Warren, Bristol County, Rhode Island Colony. The confusion must have been colossal for all concerned, for by this time population had grown greatly, and two separate town governments had to be merged. However this was to be the last sidetrack for Barrington. The next governmental adjustment would last for (to date) 200 years!

In the 1720's there was a good deal of altercation within the new Congregational group itself and also with the remaining Baptists and an increasing number of Episcopalians. As the Congregational Church was the official religious body of the entire Plymouth Colony, its minister was supported by the community to the extent of 70 pounds sterling per year and food from the "Pastor's Farm". Obviously this was an excellent bone of contention and many sharpened their teeth on it! The Congregationalists were at swords' points as to the right location for their church which of course doubled as the town meeting-house. Many felt that the building should be moved northward or rebuilt at

About this time Prince's Hill Cemetery was established by the Church and Town. The first plot bought was only a half-acre but many purchases added to this. Here lie the controversial minister who was in the midst of the fray above, and Reverend Solomon Townsend, a later and very diplomatic man who helped heal the many problems of his flock. Here also lie other old & illustrious families: the Pecks, Matthews, Allens, Humphreys, Smiths, Tifanys, Adams, Bosworths, Bicknells, Browns, Martins, Medburys, Coles, and Woods. Also there rest here Remingtons, Salisburys, Kinnicuttts, Ingrahams, Millers, Blounts, Cookes, Swans, Toogoods, Mathewsons, Tillinghasts and many, many more.

Peleg Heath was pastor of the official church from 1728 to 1740. His ministry may not have been peaceful but it was never dull. His home was somewhere north of the present site of the White Church and obviously he had something to gain if the church were moved closer to his dwelling. Still his ministerial hands were tied. At one time there was a demonstration by a group of intransigent Episcopalians which kept him out of his own meeting house. This must have been a hard

blow but he kept of good heart, and eventually things did seem to work out for the best. One day while Peleg was in court in Bristol, the meeting-house was knocked down and taken to the new site where it was re-erected to meet his astounded gaze. A laconic present-day commentator says of the mode of transportation "or shipped up on a barge or beer kegs — take your pick"). Anyhow he had won this round, but a little later luck turned and Peleg wrote in his diary on October 14, 1734: "A bear was killed in Barrington and I gave him his first wound which was pretty fatal. He was sold for L2, 9s, 5d. He weighed 187¼ lbs., and I was cheated of every farthing. P.H." The Heath name is given to two houses which are exact twins and were "raised" the same day in 1782. Of course they were not built by the original Peleg but they are charming examples of Revolutionary architecture — 1825 Wampanoag Trail and 38 Old River Road. Today's Barrington Preservation Society has done a real service to the town in putting plaques with dates and builders on many old buildings so they may be identified and enjoyed by all.

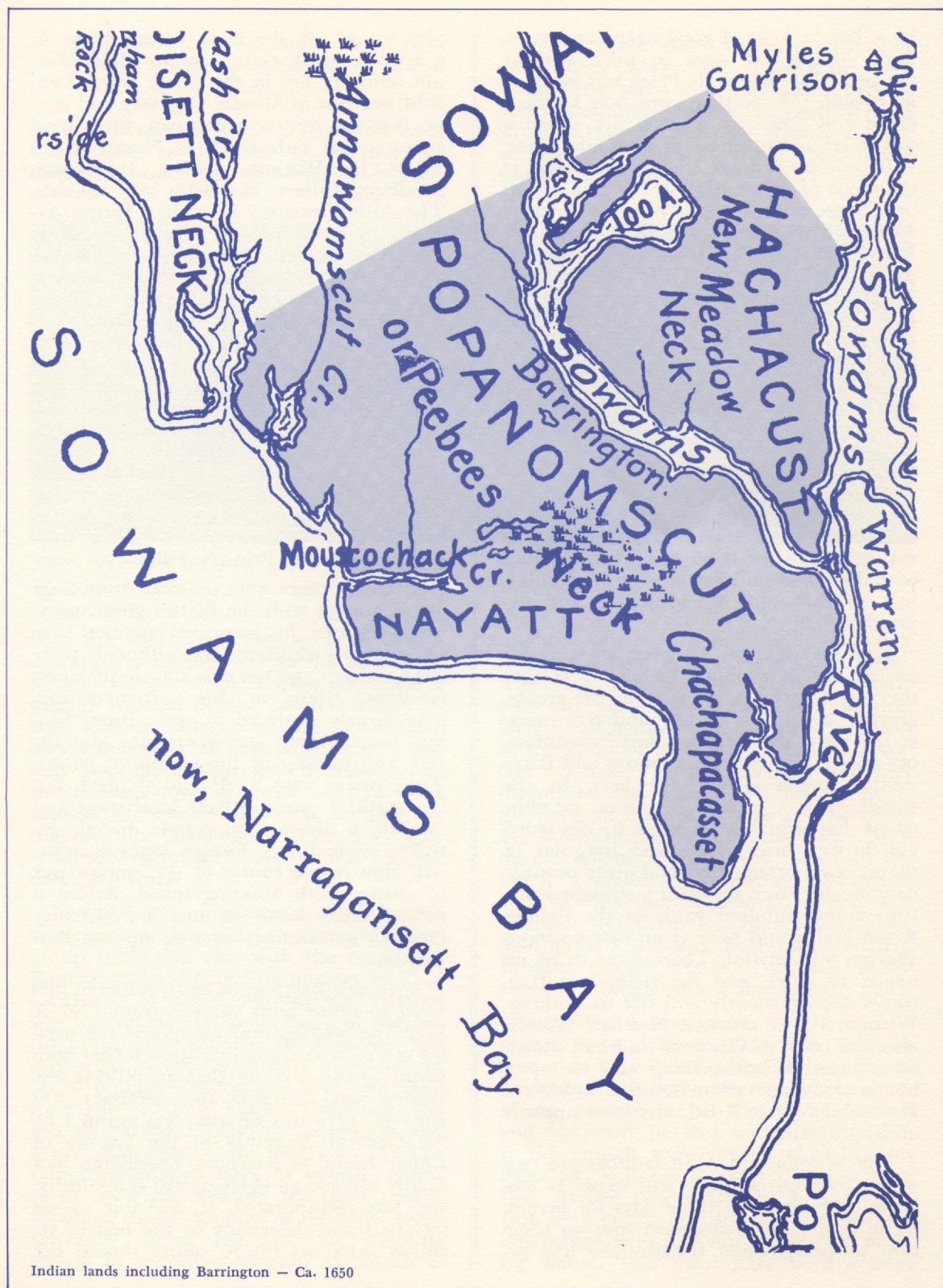
Brick-making was to become very important to Barrington. Bicknell says that the very first brick made from the greasy, greyish blue clay which underlay parts of the town, came from a small manufactory near the juncture of Sowams and Barneyville Roads. There, far back in the woods, lies a peaceful, sunny meadow whose hay-crop has its roots in discarded and broken bricks. They are irregular in shape, of an orange tint, and quite possibly hand-made. From the field a straight canal runs a few hundred yards to the Palmer River, and would have given easy access to Warren and Bristol. There seem to be no names or dates, and the fields and fragments drowse silently and tell us nothing. Whether before or after, Matthew Watson also had come to this area, and had shown an interest in brickmaking and set up a handmaking operation between Brickyard Pond and Nayatt Road. His story appears at length later.

The Watson and Allin families are two whose own burial plots still exist. It was common practice in those days for people to be buried in a cherished spot on their own property; often friends who had no

plot would ask the favor of interment in a friend's little resting place. The Watson cemetery lies in the woods a few hundred feet east of Middle Highway and may be reached by an overgrown little road about a half mile north of Nayatt Road. There lie Watsons, Cooks, Ingrahams, Lawlesses, Lilleys, Maxfields and Rounds. The Allin Cemetery is on Bay Spring Avenue just west of the railroad crossing. This little graveyard is interesting because of the number of Revolutionary soldiers who were buried there. General Thomas Allin, Captain Matthew Allin, Capt. Viall Allin, Lieut. Allin Viall, Benjamin Medbury and Scipio Freeman, a freed slave of the Allin family, all served in the Revolution. Other old names are the Drowns, Cookes, Carpenters, Hills, Horns, Burts, Wings, Shattucks, Bicknells, Rawsons, Browns. The Browns and Bicknells evidently had family plots near Nayatt which were destroyed or removed. The Smiths and the Pecks transferred their graves from private plots to Prince's Hill.

Although there were ominous rumblings of resentment with the British government which treated its lucrative colonies here like naughty children, and although there were citizens' gatherings and indignation meetings, affairs in this particular area were largely confined to agriculture, fishing, boatbuilding and operations and the care and feeding of the travelling public. True, bricks were made and shipped, but it was still a comparatively local trade and one which did not get people directly involved with duties, foreign taxes or officials. Shortly the course of the empire was to change with amazing speed. Before it did, though, there was one more change in local government coming up for Barrington.

Although Barrington had prospered and lived in peace with Warren from 1747 to 1770, the geographical set-up and the need for more direct communication forced both towns to the decision that an official separation was desirable and necessary. On June 16, 1770 this division was granted by the General Assembly of the Colony of Rhode Island at Newport. Barrington had finally become an independent community, and was incorporated. It was able to act for itself and determine to the best of its ability, what its future course should be!



MASSASOIT AT HAMPDEN MEADOWS

Barrington occupies what once was part of the Wampanoag Indian empire which stretched from Narragansett Bay to Cape Cod. One of the five federations composing the Algonquin Indian Nation, the Wampanoags were a loose organization of tribes under the rule of an hereditary "Sachem". At the time of the Pilgrims' landing at Plymouth, Massasoit (meaning "great leader") was the Chief Sachem of the Wampanoags. His headquarters could be found at one of three campsites which he used. One was located near Mount Hope, another at Kickemuit spring at the entrance to Mount Hope neck, and a third in Sowams or Sowamet in the Barrington-Warren area.

Massasoit has been described by an eyewitness as,

"A very lusty man, in his best years, and able body, grave of countenance and spare of speech; in his attire little or nothing different from the rest of his followers, only in the great chain of white bone beads hung around his neck, and at it behind his neck hangs a little bag of tobacco, which he drank and gave us to drink (smoke); his face was painted with a sad red like murrey, and oiled both head and face so that he looked greasily; in his bosom, the king had hanging on a string a great long knife."

In March of 1623, Governor Bradford of the Plymouth colony received word that Massasoit was dying and according to custom, he expected all his friends to come to his aid. Hearing also that a Dutch ship had run aground not far from Massasoit's camp, Bradford thought this would be a good opportunity to make friends with the natives and at the same time possibly persuade the Dutchman to part with some of his goods (the Puritans were notorious traders and businessmen.)

Edward Winslow was selected to head the expedition. He had already made a journey to Massasoit's camp two years earlier with Stephen Hopkins and the Indian Squanto in order to establish friendly relations between the Wampanoags and the colonists (and to determine the Sachem's strength for battle). In addition to his dauntless character, he could speak Dutch fluently. Accompanying him was an Indian guide and interpreter by the name of Hobbamock who is noted for later aiding Roger Williams in his dealings with the Wampanoags. John Hampden, a visitor to the colony who was later to distinguish himself in the English Civil War against Charles I, also joined the party in order to see more of the country.

Winslow's diary recounts their journey to Mattapuyset where they hoped to find Corbitant, arch enemy of the colonists and next in line to succeed Massasoit, in order to strike up cordial relations and to let him know why they were passing through his territory. This was a particularly risky venture for Winslow had taken part in previous battles against Corbitant and Indian law was based on the philosophy of retaliation. When they arrived, however, Corbitant was away and so, hearing rumors that Massasoit had already died, they pushed on. Hobbamock was utterly dismayed by the news of his chief's passing, saying, "My loving sachem, O, my loving sachem! Many have I known, but never any like thee! He was not a liar; he was not bloody and cruel like other Indians. He was a wise sachem, but never ashamed to ask advice. He was easy to be reconciled toward such as offended him. He governed his men better with few strokes than others did with many."

The trio arrived at Sowams late that night and upon entering the sachem's hut,



Massasoit (Sachem Osamequin) —

Painted 1970 by A. Scott Chase

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Barrington Shopping Center

they found the ailing chieftain still alive. Surrounding the king was a great crowd of men chanting and wailing in order to drive away the evil spirit while a number of squaws chafed his body and limbs in order to provide heat. The medicine men, or "powwows", were gathered around him rattling tortoise shells and screaming incantations, as mourners with soot-blackened faces wept in agony. Winslow records that, ". . . They were in the midst of their charms for him, making such a hellish noise as it disturbed us who were well, and therefore unlike to ease him who was sick . . ."

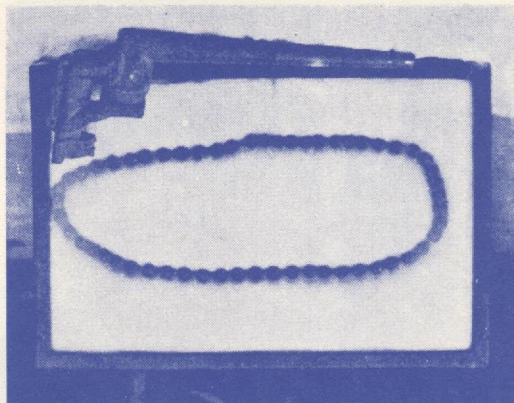
Massasoit, now 43, and the head of some thirty tribute tribes, lay on the animal-skin mat covering the floor. He was blind and swollen; unable to eat or drink anything. As the English forced their way to his side, he spoke saying, "Keen Winsnow?" ("Art thou Winslow?" — The Indians had no letter for "l" in their alphabet and therefore usually substituted an "n" sound for "l" when speaking.) 'Matta neen wenchamet nannem, Winsnow!' ("O, Winslow, I shall never see thee again.")

After Winslow had served him some jelly and water, the sachem's sight returned and he was able to rest peacefully — all of which drew cries of amazement from those who had been attending him. For the next few days, the Englishmen hunted fowl for pottage and broth and collected herbs and greens. Massasoit's health continued to improve until the evening of the second day when he took sick again and cast up what little food he had eaten. It was then that his nose began to bleed, causing everyone to assume that the end was near. After four hours, however, the bleeding stopped and he fell back asleep.

In a similar manner, Winslow and Hampden went about to the other members of the tribe who were ill. At the request of Massasoit, they ministered by washing mouths and serving the jelly. Afterwards, Winslow wrote that ". . . This pains I took with willingness, though it were much offensive to me."

As the English prepared to return to Plymouth, Massasoit is reported to have said, ". . . Now I see the English are my friends, and love me, and whilst I live I

will never forget this kindness they have showed me." This friendship proved valuable to the colonists because only a short while later, being warned beforehand by Massasoit, they were able to prevent an attack on the settlement at Weymouth by hostile tribes from the north.



From a print in the Indian Collection of R. F. Haffenreffer at Mount Hope, Bristol, R.I.

ACTUAL COPPER NECKLACE AND REPLICA OF THE PIPE FROM MASSASOIT'S GRAVE IN THE INDIAN BURIAL GROUND AT BURR'S HILL, WARREN, RHODE ISLAND

This is supposed to be the necklace given to Massasoit by the Pilgrims to be used as identification by any of the messengers sent by this Chieftain to the Plymouth Colony. The original pipe is in the Heye Museum of New York City.

This peace, however, was a tense one. The colonists, eager to gain more land and having no scruples when dealing with the ignorant natives, soon controlled three quarters of the Wampanoag lands. With the death of Massasoit in 1661 and the ascension of his son Phillip to the throne, war erupted resulting in the extinction of the Wampanoags.

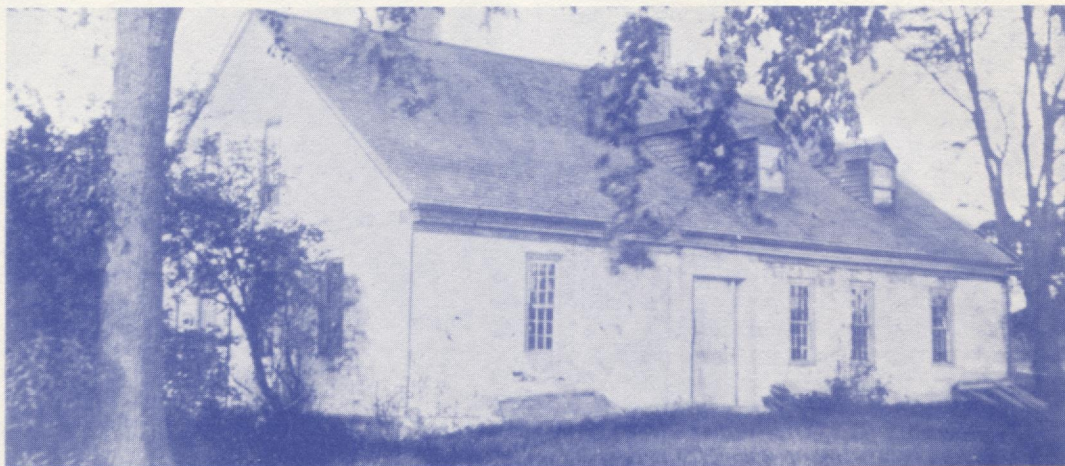
The memory of this peaceful encounter between Indian and white man, however, is preserved in the name of a neck of land called by the natives Chachacust. This stretch of flat plain located in Barrington is thought to have been the site of the meeting of Winslow and Massasoit and now bears the name of Hampden Meadows, in honor of one of the members of the party.

J. R. N.

THE WATSON HOUSE

This house was the most "noted house" in Barrington according to Professor Wilfred H. Munroe. It was situated on a 2000-3000 acre farm on what is now Nayatt Road. (Nayatt is a corruption of the Indian word Naiott). The house was built of bricks made by hand on the Watson farm and was completed, according to descendants living today, in the 1600's. It was

The first Watson came to Boston and lived somewhere near the Newtons. He was Sir Matthew William Watson and was a descendant of King Henry the VIII. He was killed by a falling tree, but his son, Matthew William Jr., survived him and while living in Boston, learned the art of brick-making. When he came to Barrington and bought his first 100 acres, he found a good



Watson House — Later Days — Ca. 1890

built facing the south as most of the houses were in those times. It was called a "Lean-to" and had two stories in the front, sloping to a shed for wood in the back. There were, at least in the memory of some of our oldest citizens, two huge barns, one for storing hay and the other for housing cattle and horses etc. There must have been many more buildings, some used for housing the slaves they owned (according to tradition, though, there were never more than 12) and for the other things necessary to run such a large place. This house was situated about where William Thurber lives near 268 Nayatt Road. In fact, some of the bricks from the house are incorporated in the fire-place at 266 Nayatt Road. Six or seven generations of Watsons lived there, sometimes two families at a time.

streak of clay there and was soon busy at making bricks. He found huge mounds of shells, left by the Indians who roamed these parts and feasted on the shell fish abounding on our shores. He burned these shells and obtained the lime necessary in the making of brick. Soon, he had a thriving business and began to sell the bricks in Bristol and Newport. He became, for those times, a very wealthy man.

His house was the first house made of brick in the county and was an unusually fine mansion for the day. He must have had a taste for the beautiful, for he bought imported marble which he used in the fire-places — the chimney jambs and mantles. And lovely Dutch tiles imported from Amsterdam were used freely throughout the house. On one floor was a carpet made by

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Mrs. Watson and it was a curiosity. It was woolen, made from the wool of their sheep. The story is that she had the wool cleaned, carded, spun, colored and warped to make a beautiful carpet of brilliant red. On the walls of the same room was hung the first wallpaper used in these parts, brought down from Boston. The fame of this room spread and people came from all around to see it, some from as far as 40 miles away. The women adored it but the men were afraid to set foot on it with their big boots for fear of soiling it!

The Watson slaves were housed on the farm. Some of them lived at the top of the hill, about where the house owned by the Rhode Island School of Design is. There they made soap for the family. The acres belonging to the farm extended all over the Point and up as far as County Road and it seems probable that Jenny for whom Jenny's Lane was named was one of the slaves and went home to her cabin every night. Her cabin was down by the river. There she lived and had her gardens, especially, her flowers. Some of her flowers survived and were found many years later by some of the Matthews who built farther down the road.

As Nayatt Road was not opened until much later, the Watson's must have had another way to enter the property. This may have been from Middle Highway where there is a right-of-way to enter the Watson cemetery. The path then led straight to the shore and wound around the farm.

In 1809 there was a bad fire in the house, a thing much dreaded in those days. The upper storey was burned out but the strong outer walls remained, so a roof was built over the first storey.

The Watsons were a long-lived family, of a strong will. One of them lived in three centuries. He was a Matthew William who was born in 1696 and died in 1803 at the age of 107. Almost to the end he was vigorous and full of life. The story is that at almost 100, he could mount a horse with the energy of a man of fifty.

The house was last occupied between 1907-1910. After that, it was allowed to deteriorate. The roof fell in and the elements ravaged the place. Then, it was called "The



Watson's Store, Nayatt Rd. — 1850

Haunted House", and the children going to school at Chapel Hill were scared to pass it for fear of seeing the "ghost". The girls ran as fast as they could by it and, the boys trying to be brave, shied stones at the opened windows and doorways. The ruin lasted many years before it was torn down.

There remain the memories of the ambition of the family of Watson to work and accomplish great things. Their life here was witness to the struggles of the earliest settlers in our country in their struggle for existence, and later for independence — the heroic conflict of the colonists for freedom.

Today, there are only two descendants of the early Matthew William living in our town. They are Rodolph and his sister, Esther Adelaide Watson. They have rescued some relics from the early farm and they love to talk of the stories handed down from generation to generation. One must remember the hard work and vision needed to make such an estate. And now, as we go down Nayatt Road we can imagine what it must have been like in those early days when everything that was accomplished had to be done by hand.

In our day of plenty our admiration for the courage and foresight of the pioneer is boundless.

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224-226 County Road, Barrington, R. I.

FORGING A COMMUNITY 1770-1848

The Matthew William Watson, who was 107 years old when he died in 1803, had lived in three centuries and was a symbol of the "good life" in Barrington. After he died, the family continued to live in the brick house for many years, but the business of making brick by hand seems to have died with him. The pits were deserted and the surrounding lands reverted to their original verdure. Trees, grass and plants of all kinds sprang up everywhere. Things began to change in the town too. The population had increased from 50 families with about 300 people in 1717 to 610 people in 1774, and from that time on there was a steady increase in population.

The men of the town were farmers and owned large farms. They were hard working people as were their wives. The men cultivated the land and the wives cooked the food they raised, wove cloth, made clothes for the family and did all the house-wifely chores. The men raised corn, rye, oats, potatoes and onions and fruit. Besides these foods, salt hay, gathered on the islands in Hundred Acre Cove, was an important commodity, and much was often sold elsewhere. The people lived a simple life with the Meeting House the center of religious, social and political action. This building was near the Congregational Church. Here, they also held their town meetings. There were many good farms over the town, but one which many people do not know about is the farm commonly known as the J. C. West Farm on Nockum Hill. The old house is still standing and the date on the chimney is 1794. As the story goes, this house was brought to Nockum Hill over the ice from Prudence Island. (Those were the days when the winters were hard and the rivers were frozen over.) Guarded by large trees in front, the little red house is inviting, and when one enters, the atmosphere of the early 18th century

delights. One wonders if horses were raised there and if the tradition is carried on by the Riding Academy there today!

Nockum Hill is an historic spot, too, for a little below the West house is the cemetery where many of the oldest settlers are buried and, close to the house, there is also the monument to the First Baptist Church in Massachusetts. Thomas Bicknell was instrumental in having that boulder put there. The inscription on the tablet is "The First Baptist Church in Massachusetts was founded near this spot. A.D. 1665 — Rev. John Myles. James Brown, Nicholas Tanner, Joseph Carpenter, Eldad Kingslly, Benjamin Acby, John Butterworth — Founders." Somewhere in Barrington horses must have been bred, for they were the only means of transportation. There were many farriers (blacksmiths) in the town and two large ones in particular. One was behind the Peck School, off County Road, and the other was across from the present Shell Station. Wheelwrighting and general blacksmithing was done in one, and in the other they painted carriages. But all over town there were many small shops where horses could be shod.

Travelling from place to place was done by stage-coach. A coach ran from Newport to Providence to Boston. It took two days and the fare was \$3.00 plus the cost of meals and lodging. Besides carrying the mail, the coach served as an express baggage and carrier, and a letter sent from Newport to Boston cost \$.25 delivered. The coach was a large, lumbering affair drawn by 4 to 6 horses and seated 12 people inside and, probably from 6 to 20 outside. It crossed from Warren by Kelly's Ferry (cable) and Munroes Tavern over the East Road; when the bridge was built it came straight through Barrington.

COMPLIMENTS OF A FRIEND

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There were three main routes of travel through the town and those were over the three Indian trails. Two ran from the lower end of New Meadow Neck, one leading to the fording place over Palmer's River at Barneyville, and the other towards Seekonk. Today, these are New Meadow Road and Sowams Road which connect County Road with roads in Massachusetts. The other main Indian trail was from Rumstick Point along the Barrington River. Today, this is thought to be along Rumstick Road, County Road, and The Old River Road on the Wampanoag Trail. Barrington had been considered merely a small country town on the main highway between Providence and Newport. But, as travel increased on these three routes, public houses, better known as taverns, sprang up along the route. Then, Barrington became known for its taverns. The Wayside Tavern was the first tavern built in the town and was located near the Meeting House. The Green Bush Tavern was located on the west side of the road and the keeper was Nathaniel Paine. His best guests were the townspeople themselves and he employed local talent — singers and rhymsters — to entertain the

people and as the story goes "salaries were low, but the earnings from drinks were high."

The Bowen Tavern was situated on the west side of the road, north of the Congregational Church, on the farm of Joseph Bicknell. Mr. Henry Bowen was the proprietor and kept the tavern before and during the Revolutionary War. He kept a Country store as well, selling liquor and wet and dry groceries. Besides all this, he was the collector of taxes, assessor of taxes, tithing man, Sunday constable, and recruiting officer of the army! In 1783, the tavern was sold to John Bicknell and Enoch Remington, and for a short time in 1837, the Post Office was there. Some time later, the building was destroyed by fire and only the barn remained. It still stands today as a garage.

North of these taverns, on the east side of the road and at the bend of the road, stood another public house, owned and operated by Josiah Kinnicutt. This tavern bore on the sign post a picture of the American eagle. Here was the first post office and Josiah was the first postmaster. That tavern is standing and still has the



Boston — Newport Coach — 1850

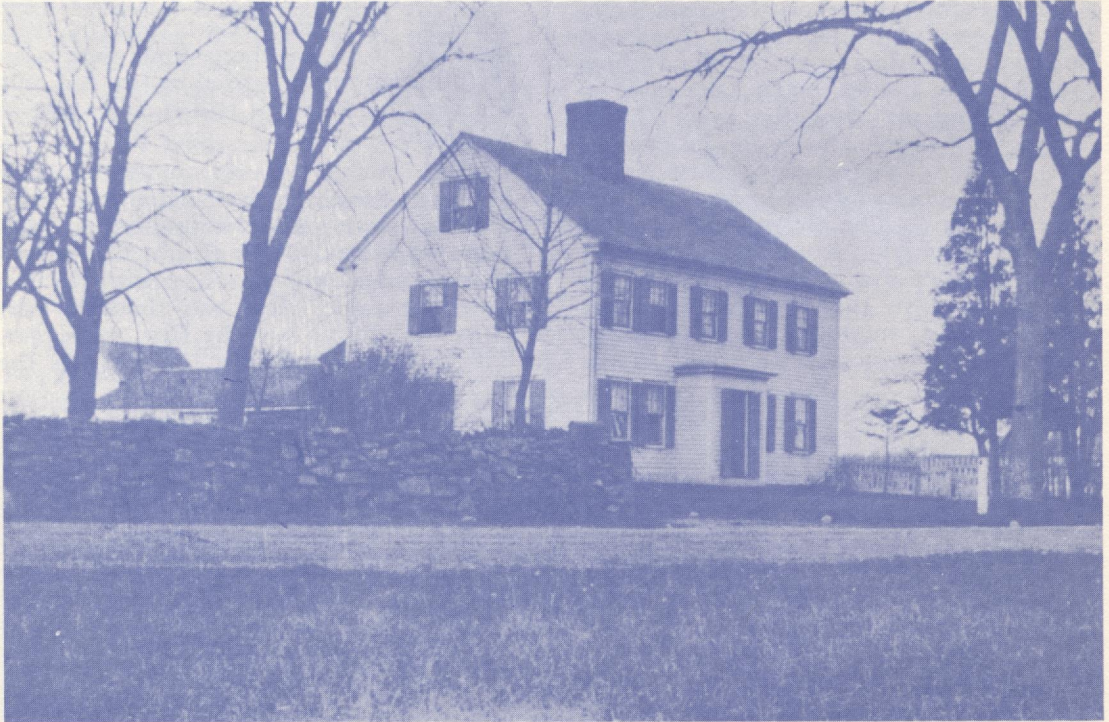
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West Barrington, R. I.

COUNTY MOTOR SALES
231 County Road, Barrington, R. I.
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American eagle displayed over the door and on the letter box. There were other taverns during the Revolutionary War, but they are all gone now.

These taverns were like an oasis to travellers, and passengers on the stagecoaches looked forward to a respite from the uncomfortable ride in the coach. Tired, hungry, and thirsty, when the stagecoach stopped for a change of horses, the passengers relaxed before the briskly-blazing logs of a fire that "burnt their cheeks", in the hand a tankard of ale, the "genial

Legislature passed a "Free School" act requiring towns to provide schools for children of school age. This act was repealed in 1803, but in 1828 free schools were finally started, and during the period of 1830 to 1850 there was a reawakening of interest in education, not only in Barrington but throughout the state. Henry Barnard was appointed School Commissioner of the state in 1843 and was instrumental in the "rebirth of education". In 1836 The Barrington Mutual Improvement Association was formed. It was composed of a group of young people whose goal was "to



Ellis Peck Homestead — 1830

and gladdening power of which was the drink of true Englishmen"! A good meal and a pipe — and when the coach arrived at the door with fresh horses, they were off on the next stretch of their journey. Three times a day the stagecoach passed through Barrington.

As the population of the town increased and the reality of the good life in Barrington was assured, thoughts now turned to higher things, especially the education of the young. In 1800, the Rhode Island

improve the present unhappy state of society in this town, to cause a greater degree of unity to prevail, and to cultivate desire for literary pursuits in the community". Its motto was "Learn to live and live to learn". This motto is framed and is now in the possession of the Preservation Society of Barrington. The results of the young people's efforts were soon seen in the quickening of educational zeal for better schools and teachers. The Nayatt Schoolhouse (a small red frame building off Nayatt Road) may be traced to the efforts

PRINCESS HILL NURSERY
330 County Road, Barrington, R. I.

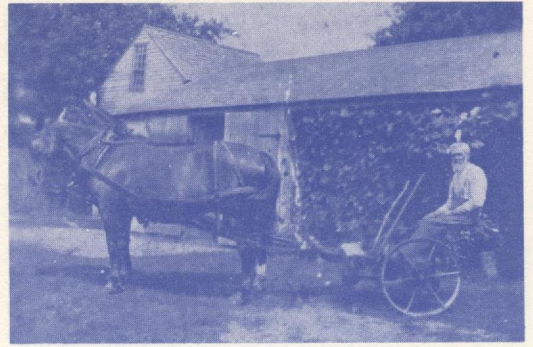
PERKY'S
209 Waseca Ave., Barrington, R. I.

BARRINGTON CONSTRUCTION CO.
306 County Road, Barrington, R. I.

of this society. In 1840, the town first appropriated the sum of \$50.00 for public schools. The state's grant was \$160.30, so the schools had \$210.30 for maintenance that first year. From these beginnings our good public school system originated; from the first it tried to set the pace for high educational standards in the state.

Families were becoming more deeply-rooted in the town and the feeling for national independence began to grow. The news that came to the town from the Providence Gazette (a paper that came out sometimes once a week), and from travelers coming through the town on their way back from Boston, stirred the people. They heard of the Boston Massacre of 1770, were close to the burning of the Gaspee in 1772, were much aroused by the Boston Tea party in 1773, and were angry at the closing of the port of Boston in 1774. So, even before 1775, they were committed to the cause of the Colonials. In a town meeting, March 21, 1774, they resolved that "If any of that obnoxious tea shall be brought into this town — the committee is directed and empowered to call a town meeting forthwith that such measures may be taken as the public safety may require. We will support these declarations heartily with our lives and fortunes". James Brown, Josiah Humphrey, Edward Bosworth, Samuel Allen, Nathaniel Martin, Moses Tyler and Thomas Allin were appointed a committee for the town to correspond with committees of other towns. In 1774 the town meeting authorized its General Assembly representatives to urge the Assembly to use uncommitted moneys from the general treasury for aid to Boston.

In April, 1775, a general muster was held in every town in Rhode Island. The Bristol County Militia was under the command of Capt. Nathaniel Martin of Barrington and Major Benjamin Bosworth of Bristol. The Barrington Militia was headed by Capt. Lt. Matthew Allin. On April 20, 1775, Rhode Island sent an "army of observation" to help against the British, and the Barrington contingent was headed by Matthew Allin. Barrington men were not in the fighting at Bunker Hill, having been sent to Roxbury and Dorchester, but Captain Allin reported the loss of two men in the fight at Prospect Hill in Cam-



Ellis Peck House — Ca. 1875

bridge. In June, 1775, Rhode Island towns held a day of fasting and prayer for the relief of Boston and the restoration of free rights for all . . . Reverend Townsend preached a sermon against the injustices of the British king and court in August, 1775. The people were now really roused and ready for anything! After the British landed in Conimicut and burned houses and barns and took away the livestock and left only one house on Prudence and Patience, Barrington made plans to protect itself. . . Two guardhouses were set up, one at Nayatt on the farm of James Brown and the other at the home of Nathaniel Smith on Rumstick Point. The Brown House is now gone, but the Smith house still stands and Robert Chapin lives there.

The militia were constantly on guard from that time until 1779. In Sept., 1776, they set up a hospital for inoculation against some kind of small-pox. (In England, Edward Jenner had not yet proved his combination of cow-pox and small-pox matter as a true inoculation. That happened in 1798.) After the war we read of a soldier by the name of Comfort Bishop being given a pension because he lost the use of his left hand and wrist due to an infection caused by an inoculation for small-pox!

On May 25, 1778 the dreaded invasion took place. 500 British and Hessian soldiers were brought from Newport in a man-of-war for the purpose of destroying Bristol and Warren. In the sacking of Bristol, 16 homes on Hope Street and St. Michael's Church were destroyed, while in Warren the powder magazine, some whale-boats and several churches were lost. Damage might have been greater here but for the arrival from Providence of Colonel William

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290 County Road, Barrington, R. I.

SHOE IN
211 Waseca Ave., Barrington, R. I.
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Barton with a band of citizens he had recruited in Barrington and Warren on his way to encounter the British. The invaders apparently overestimated the number of American soldiers and began to retreat.

This saved Barrington from any kind of damage whatsoever. However there was still a threat of action at Tyler Point, just east of the present location of the Barrington Yacht Club. The west shore of the Warren River here was owned by Moses Tyler, a lieutenant in the militia in his youth, and now, at 44, a substantial property-holder and post-member of the "Committee of Correspondence" of 1774 and of the General Assembly.

As he looked toward the Warren Shore where the Baptist Church was burning and the powder-house had been blown up, he noticed two Hessian soldiers preparing to cross the river to his point in a small boat. What made them try to invade Barrington, will never be known; other Hessians had already turned back after making their way to the north part of Warren to rob and destroy. Perhaps they wanted to desert? had had some drink? did not understand their instructions from British officers? Mr. Tyler had no time to question their motives. Quickly getting his musket and ammunition, he ran to the riverbank and warned them against advancing. When they refused to obey, he took aim, fired and killed one of the soldiers. The other turned the boat immediately for the other shore, and managed to escape although Mr. Tyler followed in his own boat. This remarkable two-man army was the only attempt of the enemy to invade Barrington soil and our early inhabitants felt singularly blessed! The dead Hessian was probably buried in Tyler Point Cemetery and his musket remained in the Tyler family for many years.

Bicknell's History lists 192 men in service of some kind: either the Barrington Militia, the Bristol County Militia, or the Continental Army. But, because many of the muster lists were lost or destroyed, the number cannot be exact. Among the number noted were the names of 20 black men, two of whom were freed men. All fought together for the cause. During the war, many Tories left and returned to England and the Barringtonites were not about

to forgive them for not supporting their cause. So, at a town meeting in 1783, the people voted to urge their representatives to the General Assembly to prevent the Tories from returning.

Of the war of 1812, there is little record of Barrington being involved. But, the Dorr Rebellion was another thing! Rhode Island was governed under the original charter until 1842. This charter gave suffrage only to free men who owned about \$134.00 in property. Thomas Dorr of Providence wanted suffrage extended to those who did not have such qualifications. A constitution was adopted by him and his followers and voted on, and, in the election Dorr was elected governor. The freemen started to fight, adopted a constitution, and voted in Samuel King as governor. Now, there were two governors! They declared Dorr a traitor and he fled the city. He and his followers fled to Chepachet and made an encampment on Acote Hill. Excitement was intense and the question split Barrington as well as all parts of the state. Families were divided, and Dorrites in Barrington hid or fled the town.

Samuel King in the chair declared martial law. Thirty-two volunteers were in the company that helped rout Dorr at Acote Hill. It was a bloodless coup, only one man being killed and that by someone on the Massachusetts side of the river. Dorr, having the sympathy of most Democrats in the country, resorted to a show of arms. He tried to seize the arsenal in Providence but was repulsed by King's men. Then he fled the state. Samuel King, under martial law, arrested many of the Dorrites and finally Dorr, himself, when he returned to the state. Dorr was indicted for high treason and the Supreme Court at Newport sentenced him to hard labor for life. That was in 1844. In 1845 the order was rescinded and his civil rights were restored to him in 1851. In 1854 the court judgment was set aside, but Dorr, weakened by life in prison, died soon after. However, this brief revolt was the beginning of the agitation to abolish property qualifications for the vote.

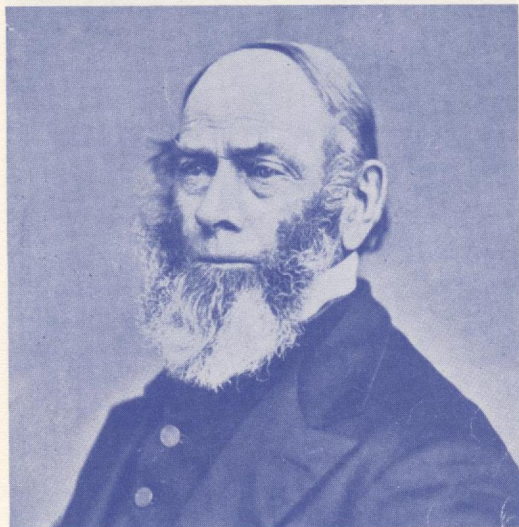
Barrington, having found that its strength was in working together for a common cause, now returned to more peaceful and happier pursuits.

DROWNVILLE STATION WIT

Yup, when Paw was a lad times were different than they are now. For one thing, West Barrington wasn't called West Barrington; it was called Drownville, and the Drownville Station was located there.

Paw had a favorite yarn about Uncle Alfred, his old turnip watch, an apple, a worn, bone-handled pocket knife, an engineer called Mac, and the precise time of 5:46 P.M. It seems like every afternoon Uncle Alfred would wander over to the Drownville station about 5:30 P.M., pull out from under the freight platform a worn-out, broken chair and prop it against the side of the station shed. Then with a half-smile on his parched, rugged-hand-some New England face, he'd kinda glance down the track towards the city. Then he'd reach into his overalls and pull out his old Waltham. He claimed that old watch had neither lost nor gained a minute since the time old Peterson's plow mare stepped on it during the '78 storm. Uncle Alfred would then reach into his other pocket and pull out a Mack, inspect it to make sure there warn't no bug holes, insert the blade of the bone-handled knife into the top of the apple and commence to rotate and pare, meanwhile squinting now and then down the tracks to see if the train was going to show up on time.

I guess Uncle Alfred and Mac, the engineer, had a thing going for some years by then. If the train was on time according to the turnip, Uncle Alfred would peer up and recognize old Mac by waving his calloused hand. This meant that the train was accepted at the station by the Drownville people. If, however, that train was late Uncle Alfred would not look up at all, but as the train moved into the station, he'd get up and walk away glaring at the caboose and saying to the delight of those present, "Yup, seems like that train should



Alfred Drown

be on time once in a durn while!" This would apparently frazzle old Mac who always planned to best Uncle Alfred by being on time.

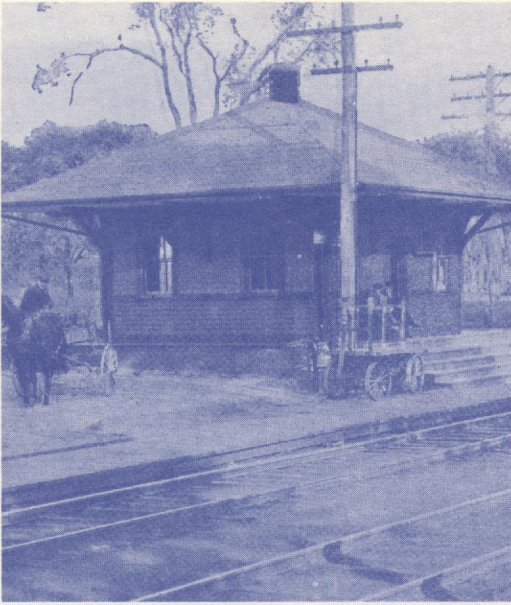
The kids assembled to watch this drama would hoot and yowl at the engineer with miscellaneous catcalls and guffaws. If perchance the train had to discharge some real noteworthy passengers, drummers or the like, the uproar would become violent, with dogs barking, horses neighing, and many questions and vulgar answers would arise as to why Mac hadn't got the train into the station on time. I would sorta guess that probably Mac and Uncle Alfred are Up There now, still arguing about why that evening train warn't on time more often!

Paw had another good yarn about Uncle Alfred's prowess as a fisherman. Down off Mrs. Viall's land which was across from Conimicut Point, there was a favorite rock that Uncle Alfred would sit on to fish for scup and those big, black Providence River eels. According to Paw, those eels used to run about four feet long and

HANSON'S, INC.
Barrington Shopping Center

ECONOMY ORNAMENTAL WORKS
464 Maple Ave., Barrington, R. I.

BARRINGTON COUNTRY SHOP, INC.
223 County Road, Barrington, R. I.



W. Barrington Railroad Station Ca. 1900

be about the diameter of a good man's biceps; and they were as sweet and tasty as barbecued chicken white meat. This here day apparently Uncle Alfred was a sittin' and maybe dozin' a bit, with his best bamboo rod sticking in the water, the old cork floating lazy-like — the tide being on the ebb — when a large eel — the Conger type — bit Uncle Alfred's worm. It then begun to run down river with the rig, the pole and the part of Uncle Alfred's arm that was hanging onto them! Uncle was taken by surprise and plunged backwards into about three feet of water off the rock. Now Congers are supposed to be mean critters and have been known to turn on men. In the nature of the beasts, with their front teeth sticking back inwards, if they cathch hold of a person's leg he's liable to lose some hide before you get 'him yanked loose. Uncle Alfred shook himself back onto the rock real sharp-like and commenced to pull in that rod, the old bamboo agroanin' and asplinterin', and then the Conger's head showed above the water. Now here's a fact: its head was about the size of a sheep dog's, with cruel fangs about two inches long and large yellow eyes. Uncle Alfred let out a hoot and started to tug and then began

a struggle which was, I guess, heard and viewed by Mrs. Viall from her bedroom window.

According to Uncle's reports, it was tug and throw for nigh unto an hour and a half. At one point, Uncle Alfred was in about four foot of water and that old Conger eel started to chase after him. He tried to get back on that slippery rock, missed, and landed spread-eagle right onto a mud flat which was about four foot away off to the right hand side. Finally old Conger eel decided he had other and more pressing business down-river and he snapped Uncle's line like silk, leaving him to cuss and fume in the mud. The story goes that Mrs. Viall, recognizing a few of the words, leaned out of her window and hollered at Uncle Alfred to quit acting like a school boy and get back to work. He tarned to her, still asittin' in the mud, and said in his clipped New England accent, "Lady Viall, I 'spect you better tend to your knittin' and I'll tend to my fishin'," whereupon Mrs. Viall dropped the upstairs window so hard one of the sash lines broke and Uncle Alfred guffawed like crazy. This, I guess, plumb made that day for him for any day he could best Mrs. Viall he was doing right well!

Yup, those were the days when you could walk down to either Bullock's or Paine's Cove at the ebb, stick your hands in the white sandy bottom and come up with bluepoints or cherrystones as sweet as clover honey. When the old packet boat would go up the river with all the city slickers gawking off the sides at the kids swimmin' naked jay off of Bullock's Point. When the oyster shell roads would crunch under a wagon wheel's load of saltmarsh hay and there warn't a frost heave anywhere due to the wonderful way those old roads would shed the water during the summer rain.

Paw used to say that the sun was brighter when it set, the air smelled sweeter, and somehow the beach plums off Mrs. Viall's property made better jelly. Maybe next time you drive down Alfred Drown Road in West Barrington you'll think about old Uncle Alfred; I guess I will!

Drownville Kid

COLONIAL — Dry Cleaning/Laundry
Uniform and Linen Rental
County Road, Barrington, R. I.

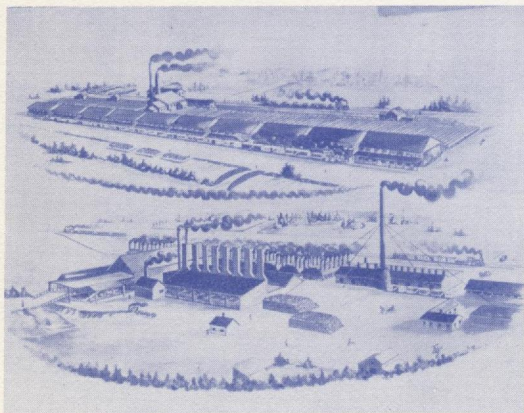
MONTI CONSTRUCTION CO.
20 Standish Ave., Barrington, R. I.

REAL ESTATE DEVELOPMENT AND
INVESTMENT CORP.
46 Bowden Ave., Barrington, R. I.

BARRINGTON BRICK

The agrarian calm which had cloaked and nurtured Barrington for so many decades, was about to face the advent of industry and to move aside to accommodate the first and by far the greatest economic adjustment in the town's history to the present date. The entire pattern of living and communal growth was to be lastingly affected.

A Providence contractor and brick merchant named Nathaniel F. Potter apparently had heard stories of the Watson and possibly the Sowams yards and suspected the interesting possibilities of the Barrington soil. In the early 1840s he and a few associates showed a particular interest in hunting in the Nayatt area, and Thomas



New England Steam Brick Works — Ca. 1890

Bicknell, Barrington's devoted historian, says slyly they "carried earth augurs under their coats . . . the game they were seeking was the quality and depth of the clay deposit under the soil!" Apparently they were satisfied and in 1845 the first recorded purchases were made on both sides of the Mouscouchuck creek just east of Middle Highway. The group proceeded quietly to buy up all available adjoining parcels,

and in 1848 a company was formed with a capitalization of \$50,000.

The Nayatt Brick Company plant itself opened in 1848; it was located on the north bank of the east branch of the creek just east of Middle Highway. At first there were 6 steam-powered forming machines on which they made 6,500,000 bricks per year, a fantastic increase over the production possible in Watson's day when brick were formed by hand. Clay came from pits now deep beneath Brickyard Pond and also from the lagoon which lies beside the 8th hole of the present course of Rhode Island Country Club. It was dug by hand and transported in carts drawn by horses, mules and oxen to the mixing and forming areas. Long drying racks stood behind the kilns. Local peat was used for the burning of at least part of the output. The brick-making season was short, running for about 5½ months of the good weather in spring, summer and fall. Workers were Nova Scotians who came only for the digging season, returning to their homes for the winter. They must have been desperate men to have come so far for such terribly hard work; probably the purchasing power of the American Dollar had something to do with it. There was a hotel near the old Nayatt railroad station at the north end of Echo Lake (sponsored by the Brickworks of course), and most of them lived there where they could get French-Canadian cooking.

Although the Providence, Warren and Bristol railroad allegedly placed its tracks through Nayatt instead of on an alternate northerly route in the hopes that brick would provide a great source of revenue to them, no brick moved over its rails until many years later. Instead of looking ahead to the age of steam, the proprietors of the new yard looked backward to the canal boom of the early part of the century, and developed Mouscouchuck Creek into a pri-

VENUS DE MILO RESTAURANT
75 Grand Army Highway, Swansea, Mass.

MARTIN BROS. CONST. CO.
12 Townsend Street, Barrington, R. I.

ANTHONY ANDREOZZI
29 Upland Way, Barrington, R. I.



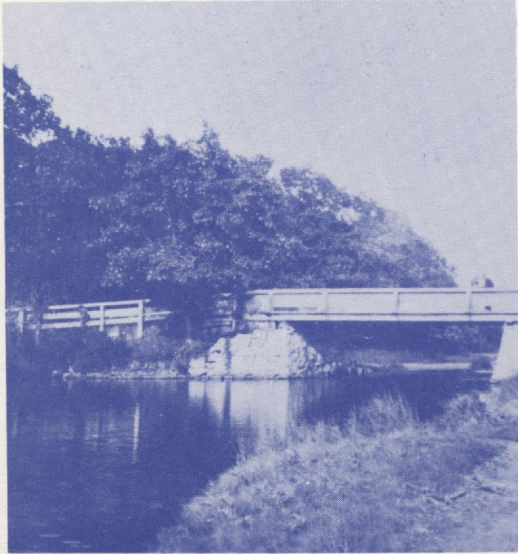
Clay diggers for Barrington Brick — Ca. 1900



vate canal. Although not capable of handling the amount of traffic that the rails could take, the canal was a neat little operation.

The owners acquired more land at strategic points on both sides of the original creek and constructed a turning and loading basin east of Middle Highway (then known because of its swampy and unpredictable state, as Poke-Bottom Road). There were control gates at various points on the canal so that barges could travel the route from plant to Providence River regardless of the state of the tide outside in the bay. Where the Mouscochuck enters the river, they built a lock and beyond it into the river itself a long, curving jetty to afford mooring for the heavy scows and steam tugs which would take the bricks to their destinations in Providence, Warren, Bristol, Newport. Some brick travelled as ballast in sailing ships to more distant markets.

The small canal-barges which plied from plant to Nayatt were drawn by oxen which



Washington Rd. Bridge Ca. 1890

trod tow paths and were stabled, it is said, somewhere near the present 4th green of the country club. At the mouth of the canal was a cluster of frame buildings, and two brick structures on the south bank which served as offices and, perhaps, residences for supervisors of the busy operation.

At this time Echo Lake did not exist; its future site was a large meadow with the north branch of the Mouscochuck winding along its west side to join the eastern branch on its way to the Providence River. Later, (probably to facilitate water-level adjustments for the barges) the creek was dammed at South Lake Drive and a control gate installed to provide a holding basin. The woods we see today were there then, surrounding the area of the lake-to-be, and are noted on the maps of the period as oak groves.

In 1864 the original charter was amended and the total capitalization increased to \$225,000, while the name was changed to the Narragansett Brick Company. Nathaniel Potter retired as active head of the business but members of the Potter family continued in the management, and the yards remained a local venture. Charles F. Mason became president. About this time the works were turning out 15,000,000 bricks a year.

The Nayatt section, which had been a sleepy, bucolic area belonging largely to the Viall family, was greatly changed by the presence of the brickworks. Nathaniel Potter himself moved to Nayatt. He had visions of a point with tree-lined lanes and beautiful homes, and set out hundreds of elms and maples, some of which still grace the area 120 years later. He urged his friends to come and build summer homes at Nayatt and he promoted the building of the Bay House at the corner of Washington and Nayatt Roads. This extensive old inn was owned and operated by Mrs. Anna R. Viall, and vacationers and businessmen enjoyed it from 1849 when it opened until the late 1880s when it was demolished.

The P.W.B. Railroad also played its part in the growth of the area, perhaps providing the first step on Barrington's path to becoming a "Bedroom Town". In 1871 there were 4 trains a day toward Bristol and 4 to Providence. They stopped at Drownville, Nayatt and Barrington, but in the late part of the 1800s the bulk of passengers went to and from Nayatt. Bicknell said garrulously: "Better facilities were now afforded the people for doing business in Providence and living in Barrington, and the people of the city could now more

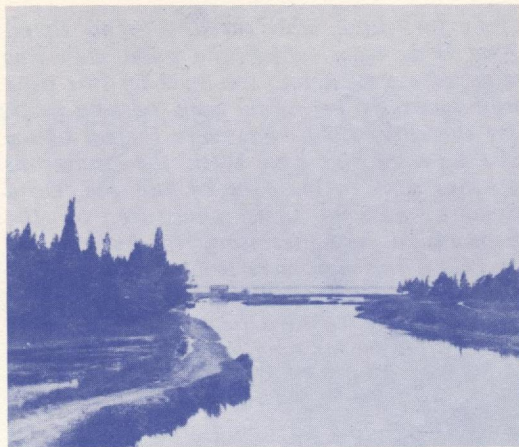
easily enjoy the privileges of country life in a beautiful town on Narragansett Bay."

In 1868 Narragansett is said to have employed 200 French Canadians and its treasurer, a younger Mr. Potter, estimated in 1890 that between its founding and that time the plant had made 1500 million brick and who knows how many thousands of dollars!

Naturally this success did not go unnoticed, and in 1890 New England Steam Brick was organized by a group of Boston financiers who wished to undertake large-scale operations. They bought the remaining land between the Narragansett Brick holdings and West Street where the Barrington YMCA is now located and started doing business right-next-door to their startled predecessor. They built a plant which was wisely but also necessarily oriented toward railroad shipments, and ignored the canal which belonged to the competition anyhow!

Apparently the new plant was efficiently and aggressively run, for by 1897 the newcomers had acquired both property and manufacturing facilities of Narragansett and were making brick at both Middle Highway and Barrington Centre locations. This consolidation meant that both rail and canal facilities could be used by a single management to provide good service to customers in a much-broadened market. Coal and oil were used for the burning and peat seems to have run out. In 1897 the consolidated operation made an astounding total of 67 million brick and the bemused population must have chorused "Land Sakes, What Next!"

Contemporary pictures showed not only the turning basin for the canal, but also standard gauge side-tracks from a switch at the east end of the property all the way to Poke-Bottom Road, to serve both plants for the shipping of finished brick. There was also an internal, narrow-gauge line connecting the many individual clay pits and transporting sifted clay to the mixers and kilns. This was a flexible little line with a splendid innovation, light tracks that could be picked up and laid down very easily, and thus change with pit levels and water conditions.



Towpath — Mouscochuck Canal — Ca. 1890

The actual digging of the clay remained a crushing, manual business as it had been from the first. Although the horse drawn carts and their drivers disappeared from the scene, the raw material was still gouged from the reluctant earth by men with picks and saws and screens and piled into small cars to be picked up by the donkey-engine (Maguinot, to the workers it served.) Wages ran \$1.00 to \$1.25 a day; the day was 10 hours long, men arrived home so caked with clay dust they were unrecognizable, and women spent long, hard hours over tubs and washboards to keep clothes useable.

The company employed over 200 laborers, but they were no longer all from Canada. A new and vigorous group had entered the picture, and by 1900 about half the group consisted of newly arrived Italian immigrants, eager for a start in America and willing to tackle even the backbreaking work which the not-yet-mechanized brick process required. These new citizens were year-round residents and represented a substantial increase in Barrington's population. In the winter they harvested shellfish and took any other jobs that came to hand, and many found it very hard to make ends meet. William C. Tilcomb was the president of the firm and lived on Nayatt Point near the old steamer landing. He was originally from Boston, and a number of other directors were Boston people also.

However, though things looked prosperous on the surface, there were ominous

signs for those who cared to read them. The beds from which the good clay was dug were well below sea level by this time and went deeper with each passing year. By the early 1920s they were 15 feet below the level of the bay. With the numerous springs and little lakes of the old Dead Swamp adding their moisture to the ground, it was necessary to pump constantly if the men were to be able to follow the grey-blue clay. A pumphouse for the surrounding area was located south of the present American Legion building and no doubt discharged water into the east branch of the Mouscochuck. There were also quicksands to avoid. One old timer said that if a gang of men felt thirsty, their foreman could swing his pick in 2 or 3 deep strokes and a gushing spring of fresh water would leap from the clay — thus providing one more water source to be drained!

The management began to think of retrenchments. By 1900 they had sold off most of their land fronting on Middle highway and not necessary for manufacturing. Still they then owned land north of the railroad and north of Maple Avenue extending from West Barrington Junior High to Holy Angel's Church. This was allowed to fall back into private hands. Around 1910 the Rhode Island Country Club was planning an elegant new building, later to be destroyed by fire, on the same site as the present clubhouse. They needed more land for the proposed enlarged course, and were able with no trouble to acquire from the Brickworks "which was suffering bad times" all the land from the canal north to the railroad, as well as the land along the canal to its mouth.

Reduced quantities of brick continued to be produced and shipped. No longer did whole trainloads of brick move forth, however, and trucks appeared to handle smaller shipments. As the holdings shrank to nothing but the claypits and the factories, another change occurred in the very earth under the diggers feet - the quality of the clay deteriorated, various pits had to be abandoned, and eventually, to the dismay of all, "the clay just plain run out". This was not a sudden, dramatic failure but a gradual process. Decreasing quantities of brick continued to be made even into the early 1940s, but this was a matter of

hoping for a miracle. The Big Show which had supported the Barrington economy for so long a time, which had brought so many new inhabitants and new energy to a sleepy town, had really folded its tents 20 years before.

Boys born in Barrington in the 1930s could boast that they had taken shortcuts from Middle Highway across the deteriorating yards to Maple Avenue School and "never wet a foot". They could swim in some of the flooded pits where the water was clear and cool because of its depth. Occasionally in a hopeful attempt to salvage an overlooked clay-deposit, a filled pit would be pumped dry and the boys would end up with a stupendous bonanza of flopping fish, eels and turtles to rush home to their families! Finally the pumps were stilled, the many chimneys no longer showed even wisps of smoke, the pits were nearly all filled with water, and houses and telegraph poles were submerged. The boys played on abandoned cars and tracks of the fascinating "Maguinet". Bankruptcy proceedings were opened. In 1946 the town took title to the idle lands. Out of them were forged a park and a lake for the future.

Today, less than 3 decades later, most Barrington residents, if they think of it at all, find it hard to believe that Brickyard Pond has not always been. It provides a delightful freshwater center for a town already many times blessed with water views and salt water facilities, and represented Green Acres thinking at a time before government agencies began stressing conservation. Let us hope that with further efforts it may be developed to serve more and more of our citizens.

Note: For those interested in samples of 19th century Barrington brickwork, see the 2 residences on either side of Nayatt Road as it descends to Mouscochuck Creek. These belonged to the brickworks and were part of the canal operation. Old Nayatt Hall, built in 1856 on Middle Highway near Maple Avenue, faced toward the station and was built of Nayatt Brick Company's production. It housed a store and post-office. The Victorian brick house at North Lake Drive and Washington Road, is of local brick.

R. E. A.

CIOE BROTHERS

Cement Work & Cesspool Bldg.
108 Whipple Ave., Barrington, R. I.

L. W. LYON COMPANY, INC.

105 Alfred Drowne Road, West Barrington, R. I.

BARRINGTON LUMBER COMPANY

65 Bay Spring Ave., West Barrington, R. I.

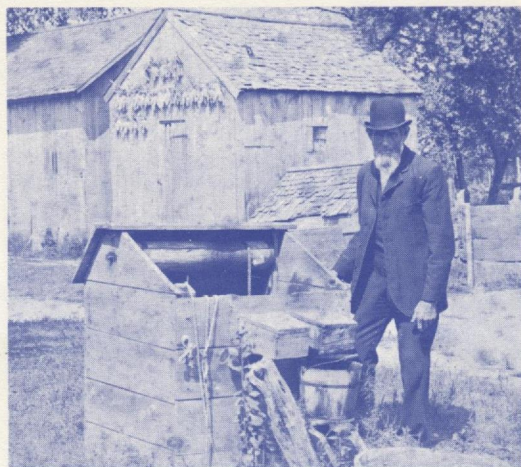
SOWAMS NURSERY

Sowams Road, Barrington, R. I.

YEARS OF GROWTH 1848-1920

The Barrington Mutual Improvement Society which had been formed early in the century in the interest of stimulating educational efforts began to feel that sufficient progress was being made, and they sold their pleasant little chapel in what is now the center of Barrington, to the new Providence, Warren and Bristol Railroad for use as a station! A few years later they were to reincorporate as "The Proprietors of the Forest Chapel Cemetery". There are several Civil War graves here; John Bourne Mathewson died of typhoid in Virginia; Noah Albert Peck died of wounds in 1863; George Richmond died at Fredericksburg in 1863. Here are also Smiths, Bosworths, Martins, Drowns and many others. Barrington is fast running short of burial space and non-denominational Forest Chapel Cemetery is opening a substantial tract of well-treed land along Nayatt Road.

From the earliest days at Plymouth the Congregational Church had been supported by the government of the colony, and citizens were forced to pay for the Congregational minister's support, whether they believed in his faith or not. Because of the real and justified discontent of the Baptists and of a growing number of Episcopal residents of the south part of town, Barrington had discontinued about the first of the new (i.e. 19th) century, the town support of the Congregational Church. Now all denominations could support themselves from the tithes of their parishioners. The Baptists had left town; the Congregationalists had a meeting house and a minister; the Episcopalians now stepped forward, organized a church, acquired a pleasant site from the Maxfields, and in 1859 they built the well-known "Red Church" of Barrington, St. John's Episcopal. The Staples, the Martins and the Nathaniel C. Smiths were instrumental in the founding of the new parish. In 1866



Grandfather Martin at his well — Ca. 1880

a rectory was added on land contributed by Mr. Henry Staples.

As warclouds gathered across the country Abolitionist sentiment grew. Here, as elsewhere, families were split by their convictions and friends became enemies. Slaves were spirited along by willing, friendly hands on their long trip to Canada and freedom. It is said that the Ellis Peck house sheltered many "Travelers" in its lofts and outbuildings and also an alleged tunnel from the shore of the cove. (To save time for young explorers, let it be said here that no trace of a proof of the tunnel has been found!) As the need for troops grew more pressing, a first and then a second regiment was called up from Rhode Island. The first was under the command of Colonel Ambrose E. Burnside and left in April of 1863. Albert E. Bullock of Barrington joined and was the only local boy in the Battle of Bull Run.

Henry Staples, who held a commission in the Providence Militia, drilled the Barrington Militia at Nayatt Hall twice a week during a large part of the war. In

BRIAN & THOMPSON, INC.
201 Washington Road, West Barrington, R. I.

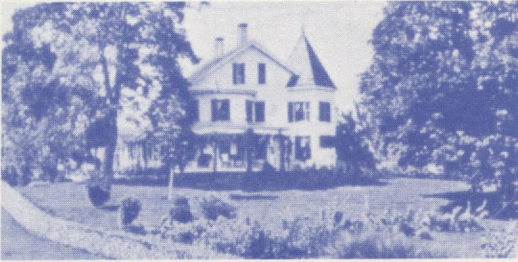
STANLEY ENGINEERING, INC.
249 Sowams Road, Barrington, R. I.

THE MEADOW NURSERY AND GARDEN SHOP
311 Sowams Road, Barrington, R. I.

BRISTOL COUNTY DENTAL SOCIETY
Barrington, R. I.

all, apparently 51 Barrington men served in the war and at least 11 did not return. Middleburg, Cedarburg, Fredericksburg, (all in Virginia) are names that figured in the sad news brought to families here.

The years rolled on, the land always prospered. Preston Richardson had a farm during the latter part of the century; it raised poultry and was also noted as a broccoli farm. Shear Jessob had the South Bourne Farm on Adams Point. Cattle were raised there and truck was grown for the Providence markets. The Pecks had a farm for the raising of beef cattle. They had



L. R. Peck Home, Primrose Hill Rd. 1890

beautiful white-faced Herefords and used oxen for plowing for corn and feed. The oxen were kept near the present Lutheran Church, and the farmlands ran northward along the river. Much of the land was bought directly from Massasoit in the early 1600's and the Ellis Peck house, built in the 1700's or early 1800's and identified by a Preservation Society Plaque, stands on the Wampanoag trail looking eastward over the cove. Leander R. Peck had an elegant estate at the corner of Wampanoag Trail and Primrose Hill Road and Mrs. Helen Peck lives there now at Osamequin Farm.

Farming was not confined to solid land; the islands in Hundred Acre Cove proved interesting and were leased out for the raising of salt hay and other crops. A canal was cut across the "tongue" which was a marshy area projecting from the eastern end of the cove. Since all produce had to be moved toward the river, some plain and fancy dredging was essential. A major channel was called the "gut" and lay along the south shore of the cove. One farmer who might have had an extra swig during the afternoon, stepped out of his boat in the gut and did not walk ashore. As a laconic scribe of the period wrote,

"He suffered from impaired respiratory problems and was no longer seen!" The particular area was later called Dead Man's Channel.

During this time, Barrington waters were populated by "Swan Boats". They were 14 to 18 foot vessels of heavy, lapstreak construction with cat-rig, plum stem and a transom stern. They could have been considered as overgrown dinghies by today's standards and were used principally for fishing or local commerce. They were built in the Narragansett Bay area by Button Swan, and many of them migrated to Barrington. Another work-horse of the late 1800's was the heavy duty, flat-bottomed Quahog Skiff built mainly for commercial activity but also enjoyed then as now for family picnics on the weekends.

Early in 1870, the Town Meeting voted to proclaim a day of celebration for the approaching hundredth anniversary of Barrington's incorporation as a completely independent Rhode Island town. Enthusiasm rose high, the 17th of June was selected as the date, a Centennial Committee was chosen; it comprised these prominent men:

Allen Bowen
Joseph Bowen
Leonard S. Bosworth
Benjamin F. Drown
Lewis T. Fisher
Rev. Francis Horton
John B. Humphreys, Moderator
George R. Kinnicutt
Benjamin Martin
Allin C. Mathewson
Asa Peck
Nathaniel Peck
Earl C. Potter
H. H. Richardson
S. Brenton Shaw, D.D.
Charles E. Smith
Lewis B. Smith
Nathaniel C. Smith
David A. Waldron
Rev. Francis Wood

In order to make it a day long to be remembered the sum of \$500 was voted to cover expenses, and the planning began. In the manner of the day, ladies' names were not listed on programs but who can doubt that they were there, steering, directing and doing the necessary practical planning just as they are doing 100 years later for the Bicentennial?

THE BOSTON STORE

Warren, R. I. — Riverside, R. I.

NAPPI BROS., INC.

Plumbing and Heating
14 Reservoir Ave., Bristol, R. I.

A. BRUNELLI PLUMBING AND HEATING, INC.
39 State Street, Bristol, R. I.

MR. & MRS. DAVID J. MEEHAN

BARRINGTON

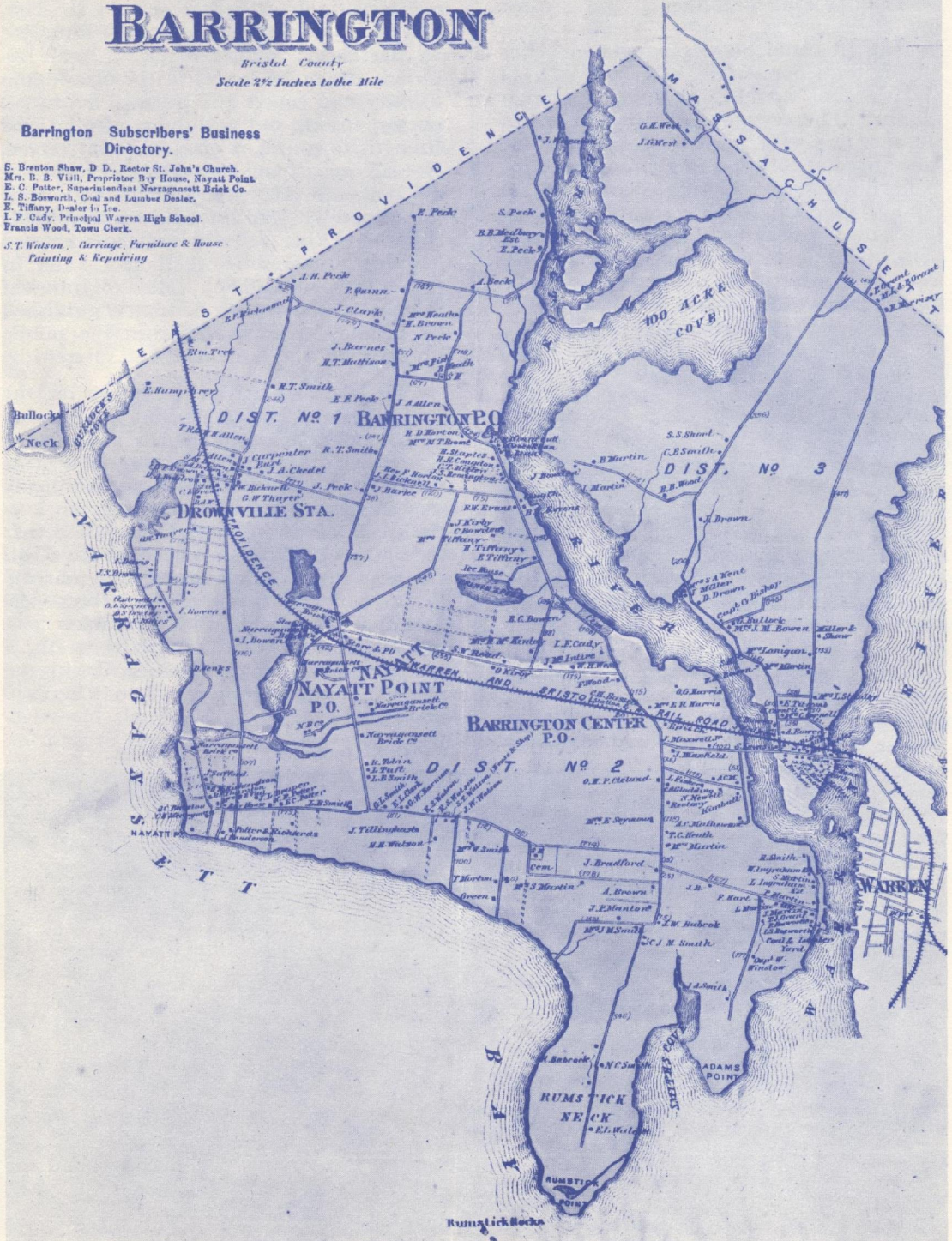
Bristol County

Scale 2½ Inches to the Mile

Barrington Subscribers' Business Directory.

S. Benton Shaw, D. D., Rector St. John's Church.
Mrs. B. B. Villi, Proprietor Ivy House, Nayatt Point.
E. C. Potter, Superintendent Narragansett Brick Co.
L. S. Bosworth, Coal and Lumber Dealer.
E. Tiffany, Dealer in Ice.
I. F. Cadz, Principal Warren High School.
Francis Wood, Town Clerk.

S.T. Watson, Carriage, Furniture & House-
Painting & Repairing



Town Map, Ca. 1870

STRAND JEWELRY

Mr. Phil Martino & Mr. Al Volpe
77 Washington Street, Providence, R. I.

BRISTOL FURNITURE CO., INC.

537 Hope Street, Bristol, R. I.

CONSOLIDATED CONCRETE CORP.

707 Waterman Ave., East Providence, R. I.

NEW ENGLAND TELEPHONE

185 Franklin Street, Boston, Mass.

The great day dawned with cloudy skies, but a Mammoth Tent had been prepared on Prince's Hill Training Grounds which was about where Chianese Field is now, so that all could be accommodated. After all the total population in 1870 was 1,111 and the tent would hold three times that number. The ceremonies started at six in the morning with a salute of one hundred guns, fired at the Training Grounds by the Warren Artillery. During these rolls of cannon thunder there were a few of nature's own variety and, meantime, all the bells of the town were rung with enthusiasm. Certainly no one overslept and the day "started with a bang"!



New Town Hall — 1880

Next came a great cavalcade formed at the West Barrington station to which a special train brought dignitaries of the state and nation. They were met at ten o'clock by local officials and, together with their ladies, placed in carriages for the ride to the Mammoth Tent. There were approximately 30 official carriages followed by a host of private rigs, pedestrians, and floats. Naturally there were bands, and many groups of school-children marched singing patriotic songs. The rain-clouds hung low, but cooperated by holding off. At the grounds there were gathered a full 3,000 celebrants, and most of these trooped into the great canvas structure behind the celebrities.

As the program began, so did the rain, but all were under cover. Among the musical offerings by a children's chorus was an interesting refrain which was repeated frequently and somewhat wryly: "Praise the skies now smiling o'er us", they warbled again and again. Perhaps it had a helpful effect at that, for eventually the clouds drifted away and the ride back to

the waiting train was apparently not a wet one. During the program there was an overpoweringly complete oration by Thomas W. Bicknell, descendant of a long line of Barrington pioneers and a local historian. It can be found in the Barrington Library and covers 107 pages. There were poems, toasts, and for those who needed strength to go on, a clambake was served. Not all participated — some because they did not enjoy clams and others because it was expensive: 75c for adults and 50c for children. Other refreshment tents catered to other tastes and pocketbooks. Later in the year a small book called "Historical Sketches of Barrington R. I." was published by Bicknell. It is available in the public library here, and is detailed and interesting.

One last and trivial comment on the subject of the current custom of growing beards, moustaches, sideburns and goatees to show a man is participating in a great anniversary celebration. There are many around Barrington today and they are successful in varying degree. Considering that in this century, few or no males have had any training or advice, and even barbers shy away from elaborate haircutting, perhaps it is encouraging that even a few look reasonable. For what it may be worth, a census of the dignitaries connected with the planning and staging of the 1870 Centennial shows:

Clean-Shaven	5
Bald	1 !!
Sideburns Only	3
Goatee Only	2
Tasteful Ensembles	7
All-Out Buffalo	8

As a polite bow to the future, the members of the committee set up a fund of \$20 with legal provisions for management to keep it at compound interest until 1970 when it was to be turned over to the managers to be used to help defray the expenses of the celebration of the completion of Barrington's second century. The fund is now worth over \$500 and is being gratefully used for its specified purpose.

Since the mid 1850's there had been a growing agitation for the establishment of a High School in Barrington. In 1854, 1863, 1880 and 1882 the subject was studied and turned down. The fact that Warren had had

a thriving high school during all these years of hesitation, kept educators and progressives thoroughly stirred up, and it is supposed desirous students would have been at what today would be considered demonstration pitch! In 1884, with the determined backing of George Lewis Smith, the school was authorized and began sessions in the building on Prince's Hill built by Isaac F. Cady who had operated a private school there since 1870. The first graduating class, that of 1884, listed the following students:

Edward D. Anthony
Walter T. Anthony
Willard A. Bourne
Jennie B. Horton
Ella M. Kirby
Margaret Ellen Kirby
Benjamin E. Martin
Mary Elizabeth Smith

A more suitable home was being sought for the high school, the Public Library, and the Antiquarian Society, as well as the Town Council and the Town Clerk. In 1887, the town voted to buy land at Prince's Hill for \$2,000 and to supply \$15,000 for construction of "A Town Building", which was completed in 1888. Lewis B. Smith, Charles H. Merriman and George B. Allen comprised a Building Committee which deserved to go down in history, for they delivered the building for \$14,997.05, returning to the town the balance of \$2.95!

It should be noted that this was before the days of Federal, State or Foundation grants. Mr. Bicknell gave the usual historical address, and lauded the new structure with characteristic fulsomeness: "The building is medieval in structure. The cemented stone work in the foundation . . . where the diverse figures and colors blend in a symmetrical whole, is an emblem of a true civil society into which the town may grow . . .". Tastes change, but the site is imposing and the well-kept building has served the community for almost a hundred years.

The eighties and nineties seem to have been a period of building and expansion in all fields. The town now built a bridge across the Barrington River at Federal Road and it became commonly known as the White Church Bridge. Before this there had been only a ferry; many churchgoers from Hampden Meadows crossed in their own boats to save the fare, and tied up to the church wharf. These were decades too, for the coming of public utilities in contrast to times when each landowner expected to supply his own needs. The Barrington Water Company (drawing water then, as now, from the Warren reservoir and wells) was founded in 1886 to supply water to Nayatt residents, and eventually extended to cover the whole town. Drownville had its own water company drawing from springs near Annawomscutt Brook.



Bay House — Nayatt Point, 1880

NORTH SWANSEA SHELL STATION

Garrett A. Dewey
North Swansea, Mass.

HUNG UP ASSOCIATES

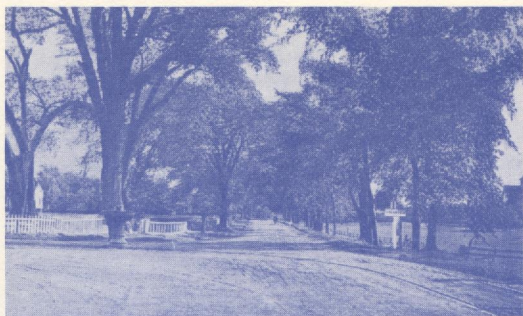
33G Kent Street, Barrington, R. I.

COOMBS INTERIORS

303 Sowams Road, Barrington, R. I.

WEST BARRINGTON DRUG, INC.

195 Washington Rd., West Barrington, R. I.



Rumstick & County Roads — 1900

Drinking fountains for man and beast were built at Barrington Center and in Drownville. An electric trolley line appeared. The telegraph line between Providence and Newport had been built by 1850. Now Western Union opened offices in Drownville, Nayatt and Barrington Center. A telephone exchange was established in 1881. The Annawomscutt Mills were incorporated and built a plant in Drownville for the coloring and finishing of cotton goods.

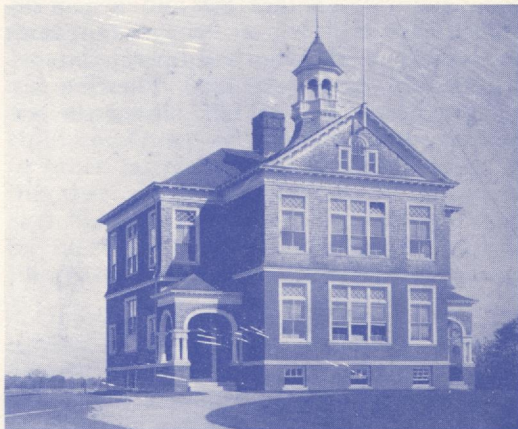


Gibbs Store, W. Barrington — 1900

The buildings now house a number of small businesses and are at Bay Spring Avenue and the railroad tracks. The new brickyard built in 1890 was prospering also.

About this time, through the earnest efforts of Reverend W. M. Chapin and the Episcopal Church, St. Andrews Industrial School for Boys was established. It provided for needy boys, a home, schooling, and a chance to learn farming or a trade. After a few years of living on rented property, the school bought the old Joshua Bicknell home on Federal Road and 96 acres of adjacent farmland which is its location to-

day. The farming and trade-school operations have been discontinued and greater emphasis is placed on academic courses and the original aim of Christian upbringing in a homelike atmosphere. The school is officially non-sectarian and a definite educational asset to the town.



George T. Baker School — W. Barrington

Toward the end of the 1800's and during the first half of the 1900's there were many prosperous farms. Apple Tree Lane down toward the tip of Rumstick was a part of Stone Tower Farm which belonged originally to the Cornell family. In addition to the large stone house, there were stone barns which stand sturdily today and resemble a small British village marooned in a sea of the wooden houses which are a New England trademark. For a long time this was the setting for the annual Red Church Dog Show which drew spectators and exhibitors from many miles around. A little farther north, the Arnold Hoffman farm stood on both sides of the road; it was engaged in "dry farming" — that is it did not produce milk for sale. The Gardiner farm, childhood home of the refreshing Barrington Historian, Oliver Gardiner Cormier, stood near the corner of Rumstick and Chachapacasset and included Scamscammuck Spring. The Peterman farm was at County and Federal Roads, and did make milk. Later it became the St. Andrews School farm.

Doc Conley had a good-sized farm at Ferry Lane and Mathewson Road. "He raised corn and potatoes", says our droll informant, "and obtained the starfish off

COMPLIMENTS OF A FRIEND

INTERSTATE OFFICE SUPPLY CO.
34 Miller Ave., Rumford, R. I.

PACIFIC OIL

Call Letters of Comfort

PROVIDENCE PAPER CO.

160 Dorrance Street, Providence, R. I.

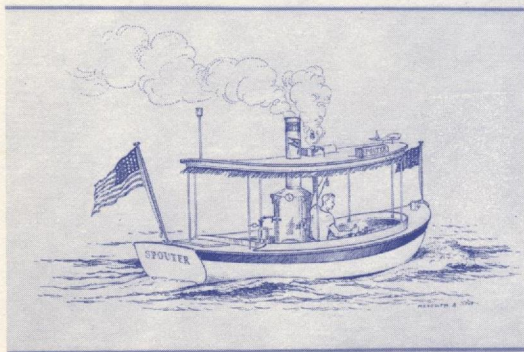
the oyster beds which he owned. He used these starfish for fertilizer on the farm. This helped the oysters . . ." "But not the neighbors!" retorted one of them with a perceptive nose and a good memory! Apparently he added to the olfactory delights of the area by supporting a large pig-pen. However he raised some interesting race horses and had a pond which was good for skating. Viall's farm on Upland Way was a cattle farm and is now owned by Pat Acciardo,



6th Grade Class — Baker — 1909

The Wilson Farm on Washington Road had once produced salt in evaporating ponds. Later it produced another rather special crop: bottled spring water. Other Barrington specialties were strawberries, asparagus, broccoli and rhubarb.

As Barrington became more of a summer resort and more pretentious homes were built, larger boats began to be moored in the coves and harbor and also in the rivers themselves. The Herreshoff Boat-yards were making their famous Cats at



David Atwater Jr.'s. "Spouter"

the turn of the century and these were great favorites. The same firm built the largest racing sloop ever moored in Barrington waters; it was known as the New York 50 because it had a 50 foot waterline. Overall it measured 80 feet. In 1908 Isaac B. Merriman Sr., who owned the lighthouse



Philip C. Lenz' Herreshoff S-Boat

at Nayatt Point, built a similar boat called the "Barbara" which he took to New York to race for and win the Astor Cup at the New York Yacht Club Race.

Stanley Ginalski's catboat "Egbert", built before 1885, was rebuilt as a sloop rig in 1896, and then as a deep sea fisher. It has a special three cylinder engine and is still considered seaworthy today, both as a sport fisher and as a committee boat for races.

In 1908 the Barrington Yacht Club was incorporated. The competition of racing sailboats was the main factor, but larger power boats were also moored and tended in the area. In the 20's, the Herreshoff-designed "S" boats were very popular and races were held frequently against such clubs as Larchmont and other New York and New Jersey clubs.

Amongst the well-known boats of the mid-century or thereabouts were LaVerne

INTERIOR DESIGN ASSOCIATES
Sowams Road, Barrington, R. I.

THE SQUIRES RESTAURANT, INC.
Plaza Shopping Center — Barrington, R. I.

NEWPORT CREAMERY
296 County Road, Barrington, R. I.

W. H. COLEMAN, REALTOR
210 County Road, Barrington, R. I.

Mathews' schooner-rigged "Pinkie" and the "Sharp Shooter", an exquisitely detailed 18 foot miniature coasting schooner built by George Gale, the well-known marine artist, and now owned by David Atwater Jr. The "Lord Jeff" was a yawl owned by the Chapin family and moored in Smith's Cove. It went several times to Bermuda in the annual race and attendant festivities.

In the non-racing but working boats was a boat called the "Overseer" which had the duty of guarding the quite valuable crops



Stanley Ginalski's "Egbert" — Built pre 1885

of Narragansett oysters belonging to the Warren Oyster Company and the B. J. Rooks Oyster Company. During a pause between piratical assaults by oyster thieves, the skipper took a much-needed forty winks and awakened to find he had been towed into Warren and tied up to the docks!

From the 1930's into the 1950's Beetles were among the most popular boats; they were easy training craft for the young and hardly a sailing family was without one. Recently the taste has switched to Sunfish and Blue-Jays. Race courses have been reduced in length, leading to faster, nimbler, more competitive sailing.

The Barrington Yacht Club burgee is aboard larger vessels going up to the Great Lakes and St. Lawrence Waterways and down as far as the Carribean. It appears in the Annapolis, Halifax, and Bermuda Races. Sailing is truly a way of life for many Barrington citizens.

In 1895, Charles B. Merriman, who lived at Nayatt and was prominent in progressive groups in the community, purchased a piece of land between Washington Road and Middle Highway. With a few friends

he established a nine-hole course for the fashionable new game of golf. In 1911 a new and much expanded course was laid out, a corporation was formed, additional land was acquired to expand the course to 18 holes, an impressive Clubhouse was built. With modifications this forms the handsome and highly reputed Rhode Island Country Club of today.

The church built in 1913 for the new Holy Angels Parish, was a wooden structure and served for approximately 50 years. Recently the Church was converted to a



Barrington Yacht Club Ca. 1905

church activities building and was replaced by a handsome contemporary structure. In 1915 the church opened the nearby cemetery of Santa Maria del Campo. A few, but not nearly all, of the names found there are the Mancinis, Zompas, Minardis, Genovesis, Piccerellis, Lombardis, Andreozzis, Chellels, Medeiros, DeAngelis, Paces, Paolinos, DiSanos, Cuzzones, Carlones and Raponis.

Another war approached and this was the second to be fought in another land across the water. The Spanish-American War and World War I could not be called impersonal because they took Barrington's young people, imposed privations, broke up families. Still they did not have the impact of an Indian raid in Swansea or a charge of the British against the Militia in Massachusetts. Everyone sang "Tipperary", but communication was not as intense as it is today; people did not feel a need to worry over all problems of all nations around the world. Barrington's existence rocked along in a reasonably placid way. The boys came back from "Over There", and Prohibition was there to meet them — and other surprised citizens!

TIFFANY WIGS OF BARRINGTON
Barrington Shopping Center

BARRINGTON TRAVEL AGENCY
Barrington Shopping Center

ADAMS DRUG CO., INC.
186 County Road, Barrington, R. I.

WILBUR-ROMANO FUNERAL HOME
615 Main Street, Warren, R. I.

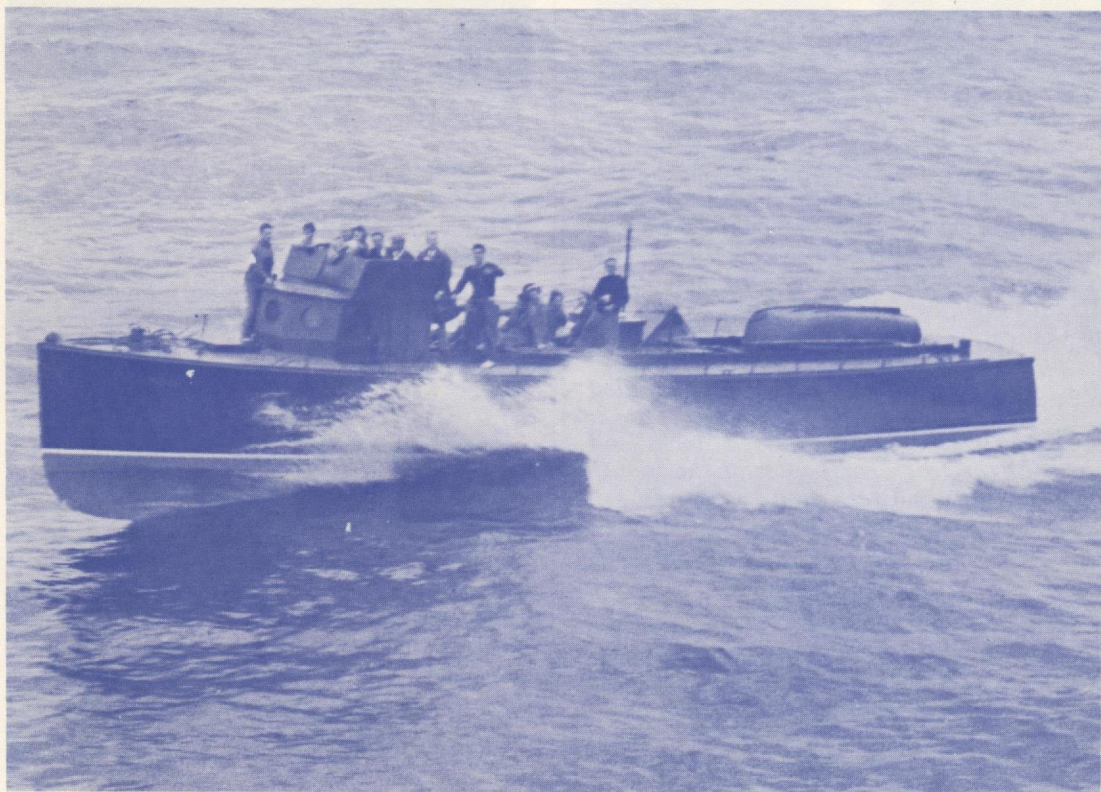
NIGHT AND DARKNESS

The long, peaceful and uncrowded shorelines of Barrington had long appealed to folk of means and quiet tastes. Many such had come here in the nineteenth century and remained to savor a life removed from city pressures and close to the pleasures of the sea. In the 1920's the deserted beaches and inlets drew another and different set . . . especially on dark nights. They were not residents but a hard-bitten set of entrepreneurs who quickly appeared upon the advent of Prohibition and supplied the tastes and demands of many in Barrington and other more urban areas.

The new restrictive laws on liquor, its possession and consumption, were a highly

controversial issue. While a high percentage of law-abiding citizens accepted these regulations without thought of evasion, many others quite honestly felt their rights had been curtailed by a lobby which pushed through, under wartime pressures, legislation which would make the American scene immeasurably more dour and less sociable. These citizens felt it no sin to acquire contraband spirits when available.

Of necessity, catering to these dissenters' needs was a nocturnal and a shifting business; with the wide choice of local landings available, it would have been foolhardy to fall into a rut. Overgrown public rights of way were popular meeting places;



Rum-Runner "Mitzi" just after repeal of prohibition

Note forward structure of steel plate for protection of helmsman.

GREENE'S HARDWARE CO., INC.
60 Bay Spring Ave., Barrington, R. I.

EILEEN DARLING'S RESTAURANT
Fall River Ave., Seekonk, Mass.

HILLSIDE FARMS, INC.
1308 Phoenix Ave., Cranston, R. I.

ROYCE A. SMITH FUNERAL HOME
398 Willett Ave., East Providence, R. I.

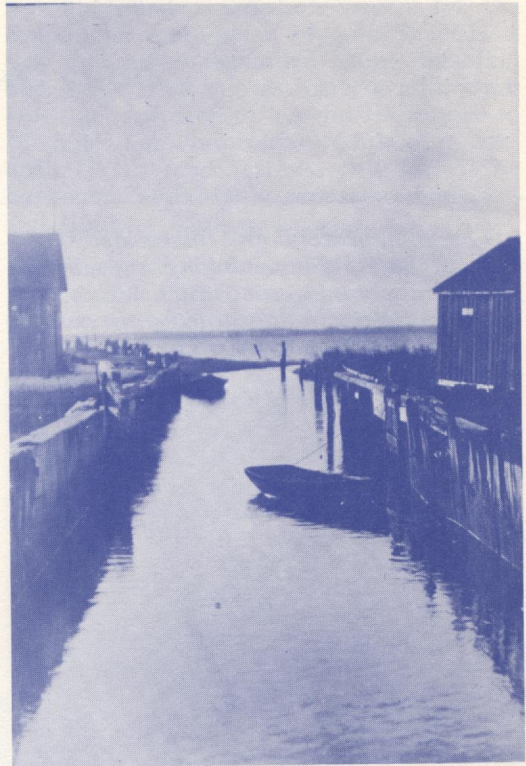
quiet, abandoned docks and oysterhouses were also favored. Water deep enough for a launch or speedboat, privacy and shadows for a hurried transfer, a passable road for a quick vamoose were the requirements, and that made a very large part of Barrington's waterfront eminently suitable grounds for operation.

The hot cargoes came mostly from Canada and consisted of rye, scotch and gin. It retailed for \$5 a quart or more and was often diluted or "cut" by the friendly bootlegger who was glad to deliver it quietly to one's door. No matter what the quality all was sold as Silver Dollar, Johnny Walker Red Label, and Gordon's. Rum did not figure in this waterborne commerce, but is said to have been available from an antique source in Rehoboth which had operated during the eighteenth and nineteenth centuries and was joyfully revived during the twentieth.

Most of the names of bootleggers, boats and customers have conveniently been forgotten, but one speed-boat, known to the In-Crowd of the period and the area as the "Black Goose", apparently plied an efficient, reliable run serving Sakonnet, Newport, Bristol, Warren and Barrington.

Surely the coves and inlets of Rumstick and its neighboring points knew rendezvous with the Goose and sister craft. Certainly there were hurried meetings on the miles-long sands between Town Beach and Nayatt light. An old right of way from Middle Highway across Country Club land to the water, was a favored and convenient landing place. One not far from the old and unlit lighthouse at Nayatt handled such substantial traffic, it became known as Rum Row. The abandoned docks and sheds of the brick companies at the mouth of Mouscachuck Creek, and the handy getaway road up the hill to Glen Road and then to Washington, made this a favored route.

Usually transfers were smooth and the waiting touring cars, trucks and sedans — the Reos and Pierce-Arrows, the Packards and Moons and Overlands, moved in darkness up the hill past darkened houses and silent, apprehensive watchers. Once there was not time for a neat unloading, a resident of the period says, and a whole loaded



"A Good Drop" — Brickyard Canal

rowboat rode up the hill on a trailer and rattled off to town just before the aggravated Revenue Agents arrived.

All the landed refreshments, however, did not reach their planned destinations. As delivery routes to Providence and its speak-easies became recognized, the practice of high-jacking developed. A favorite spot for this dangerous activity was in Hampden Meadows near the Massachusetts line in a truck-farming area, known then and identifiable in spring today, as "Rhubarville". Many a bullet-riddled old sedan or truck was found abandoned there with defunct drivers and an empty cargo-space. Convictions seldom occurred.

Barrington people did not necessarily approve these activities. They turned a blind eye and a deaf ear to them. The newspapers were full of the affairs of gangland, and who wanted to be a dead hero?

R. E. A.

BARRINGTON CRAFTSMEN, INC.
62 Bay Spring Ave., West Barrington, R. I.

BUTTONWOOD DAIRY
1052 Main Street, Warren, R. I.

RIVERSIDE SHOE STORE
833 Willett Ave., Riverside, R. I.

TILDEN-THURBER
Jewelers
292 Westminster Mall, Providence, R. I.

AN ITALIAN STORY

He was sitting in the coolest part of the house in his rocking chair. It was a very hot day and it was good to enter the comfortable house. The 94-year-old man, in his short-sleeved white shirt, his neatly-pressed trousers and well-brushed white hair and mustache, rose as we entered. His



Alphonse Paolino



Vincente Avrelia

hand on his hip, he said in greeting "If it was not for this hip, I could do a good day's work with the best of them". His two daughters sat near him, but he had no need of them except to translate for him, for, at times when he could not think of the right English word, he spoke in the "Old tongue", which was music to our ears. We had come to talk with Vincente Aurelio about his early days in Barrington.

In the 1880's and into the early 1900's Italy suffered a serious economic depression, especially, in the southern part of the country. There was very little money and food was scarce. The migration began in 1880 and those who braved the early days wrote back that there was money to be had for a day's work and there was plenty of food. The young men came over by the hundreds, mostly by steerage, anxious to try for the better life. Vincente was one of these. He lived in the Calabria Province. At 19, he was married and he and his little 15-year-old wife were expecting their first child. Her father scraped together the cash

for passage to America. After many tears and the promise to send for her as soon as possible, he came to America. He sailed from Naples in 1894 on a new steamer, the Prince Albert, a one-class boat, and after 30 days of storms, boat troubles and sea-sickness, arrived in New York. He im-



Michele Cicerchia



Mrs. Camillo Gizzarelli

mediately took another boat to Providence and from there was taken to Barrington. For, Vincente had come over to work in the Barrington Brickyard!

Another young man, 24-years old, came over in 1900. His name was Alphonse Paolino. He went back two years later and returned with his bride, Maria. Their high hopes of coming to a new life in America lessened the discomforts of steerage and in 9 days they arrived in Boston and then on to Barrington. He became fire-man of the donkey-engine they called Dutchy and which was used to carry the clay from the pits to the kilns.

A great many Italians had come over, but now they came in still greater numbers, and soon took the place of the French-Canadians who came by box-car each spring from Cape Breton, Nova Scotia, to work in the brickyards and, then, went back to fish in the winter.

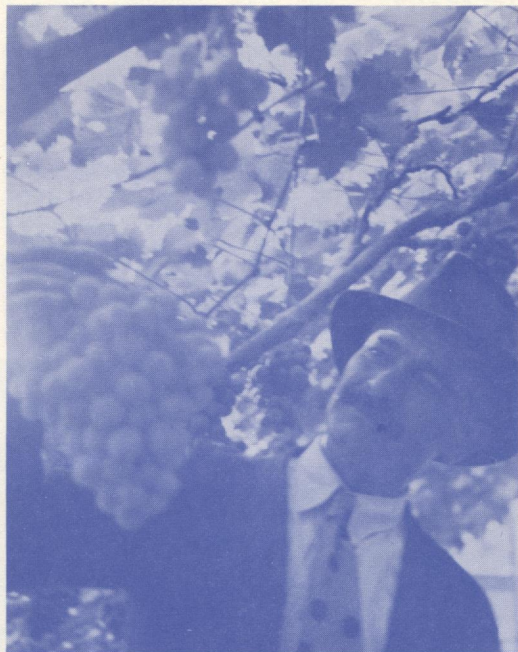
The owner of the brickyard erected small houses and one three-story house for the

BARRINGTON PLUMBING & HEATING CO.
64 Bay Spring Ave., West Barrington, R. I.

J. C. CAMPBELL PAPER CO.
30 Freight Street, Pawtucket, R. I.

J. ROYAL CO., INC.
40 Bay Spring Ave., West Barrington, R. I.

MAGNETIC SEAL CORP.
166 Bay Spring Ave., West Barrington, R. I.



Nayatt Grapehouse — Ca. 1925

men to live in. They were built along the canal which runs through what now is the Rhode Island Country Club property. The canal was 10 feet wide and ran from the brickyards to the river. Scows laden with bricks were pulled along a tow-path by oxen through the canal to the river where a barge waited to carry the bricks to Providence and other places. In one of these little houses was born the first baby of the immigrants. It was a baby girl and her name was Mary Cuzzone. She grew up and married Camillo Gizzarelli and is the mother of 11 children. They live on Prince's Hill Avenue.

In those days there were only three houses on Middle Highway, and on Maple Avenue were Yankee farms on both sides of the road. As the men earning their \$1.25 for a nine to ten hour day began to save, they bought small lots from the farmers

and, as they could, built little houses. When the women came they worked as hard as the men to get ahead. They labored in the fields and were happy for some remembered them singing at their work. They hoed in the vegetable gardens, took care of the pigs, caught the white fish from shore, and dug the shellfish which abounded along our waters. And, in the spring, it was a familiar sight to see them digging dandelions from the lawns and road-sides, putting them in their large aprons. (This also, was a familiar sight on the Boston Common in those days!) Did they dig them for the vino or cook them for medicinal purposes? Then, there were the mushrooms which abounded in the warm weather! One surely could not starve in such a country!

Maple Avenue had become the center of the Italian settlement in Barrington. Now it began to change as the little houses were put up. The square, unadorned houses built close together for company, were shouldering aside the Yankee farms as they marched up the hill toward Middle Highway.

Now, there was another man who had come over from Italy in 1893. He had come over alone as a lad of 16 years, by steerage, on a French steamer from Caserta Province. He had worked hard, learned fast, and had become a foreman at the brickyard. His name was Michele Cicerchia. He built a small house on the avenue and married and as his family grew, he added another storey to his house. He opened a store on the first floor and his wife tended store while Michele still worked at the Brickyard. He wanted to help his countrymen learn the ways of the New World and, realizing they needed to know more about the country, and how to get ahead, he built another house across the road from his house and made a hall of the third floor. Here, the men congregated and learned to speak the language better, for, many were still talking the language of the "Old Country".

Farther down the avenue, another house was bought by the Girl Scout leader, Mrs. William Hoffman of Rumstick Point. There, also, they had Americanization classes, where they learned the laws of the country and how to vote. Before long

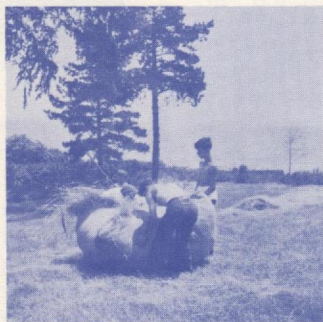
EVEREADY ELECTRIC
5 Brow Street, Barrington, R. I.

KIWANIS CLUB OF BARRINGTON

FLYNN TOWEL SUPPLY, INC.

J. J. GREGORY & SON, INC.
77 Highland Ave., East Providence, R. I.

the Italians became an integral part of the town and could vote in town meeting. With their citizenship, they were becoming more independent and branched out in many ways. Mike, by this time, had become a man of power in the town, and was often spoken of as the "Mayor of Maple Avenue". He was always looking for ways to help his friends and one day he was approached by the "Town Boss", Frederick S. Peck. Mr. Peck needed votes and the Italian vote would help a lot. "Mike" stood thoughtfully looking at the avenue, and seeing the dust flying and watching people walking painfully on the rough road with the pieces of brick sticking up, made a deal — Italian votes for the paving of the avenue !!



Italian Haying — Nayatt Ca. 1925 — "No Horse!"

There was no church for these people, brought up in the Roman Catholic faith — especially, for the women and children who were the most faithful church-goers. But, the other churches offered their help. The Congregational Church formed a class known as the Italian Class in Sunday School. Some attended, but soon many left to go to church in Warren. As the colony grew, the Diocese built a church for them on Maple Avenue. It is called The Holy Angels Church.

Along about 1930 to 1938 the clay ran out in the brickyards and they were abandoned. Then the older men had to turn to other fields of endeavor. Many worked at gardening, others went into the mill at West Barrington or found other ways of making a living. They had brought up large families, teaching them to work, but before long the boys had to go into service for their country. They went to war, but returned with much confidence in themselves and started new businesses — all kinds of businesses — stores, hothouses,

electric appliance stores, radio, television, beauty-shops, garden-shops, dress shops, real-estate etc.

No longer do the Italians live only on Maple Avenue and Middle Highway where they made their homes to be close to their friends; they are now scattered all over town. In the 1960 census in a population of 13,826, 36.4 percent were Italian; in the 1970 census, the number will be greater, for the younger generations have married and are raising their own families.

Today, it is a pleasant ride down the avenue with the compact houses, neatly kept, lawns well tended, flower gardens and shrubs and, always, the little vineyard! One passes hothouses, a school, a church,

a hall, and the playground where they hold church pageants, parades, fire-works, halloween parties and other forms of entertainment. One sees, also, the red brick house built by John Cicerchia, like the farmhouses of the Yankee farmers who lived on the avenue. And on Middle Highway is the house built by a brickyard owner near the railroad track where was a post office and a grain and feed store, while on the top floor was a hall. Today, the third floor is gone. And, last but not least, one sees the square red brick house where Vincente lived with his wife.

Now, Vincente and Alphonse live happily surrounded by their children, grandchildren and great grandchildren. They think back to the early days and are content that, by hard work, diligence, and good living they have made a good life. And, looking at the changes that have come to their part of the town, they truly believe that dreams can come true!!!

M. F. P.

FREDERICK MARZALEK ELECTRICAL CONTRACTOR

1 Belvedere Ave., Barrington, R. I.

WARREN LIQUOR & WINE CO.

Warren, R. I.

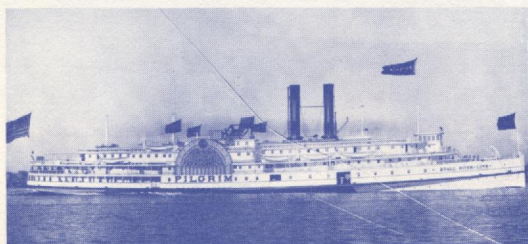
THE BIG G DISCOUNT FOOD STORES

NOBLE SHADE & BLIND CO.

Main Street, Warren, R. I.

YESTERDAY AND TODAY 1920-1970

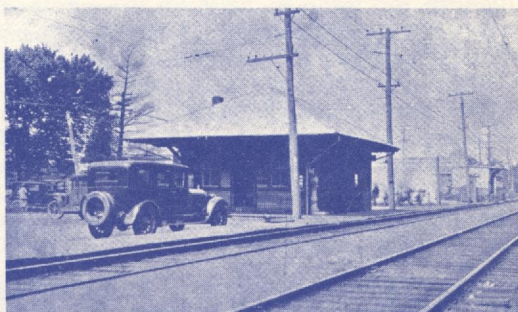
Development in methods of transportation during the cock-eyed twenties was competitive and figured importantly in the town's inevitable growth as a suburb. Railroad and steamship service had both grown rapidly during the middle 19th and early 20th centuries, and the "Old Fall River Line" provided a connecting rail and steamship route between Boston and New York. Her luxurious and graceful ships are remembered with affection by those who once made the journey up Long Island Sound, around Point Judith, into Narragansett Bay and thence by train to Boston. For 91 years these magnificent, dependable sidewheelers (and their boat trains) made daily runs and brought trav-



Providence — New York Steamer — 1900

ellers, including several Presidents, to Rhode Island shores from all over the country. In 1937 competition from railroad companies proved too great, and gradually the ships of the Fall River Line became only pleasant memories in the minds of those who had travelled them.

Meanwhile the Providence, Warren, and Bristol Railroad system (presently owned by the Penn Central) was helping to extend the life of the dying brick industry in Barrington, and was providing access to the town for those who had found permanent or summer residence there. Businessmen and travellers in dark suits probably, for the trains were coal driven, walked the distance to the three stations at Nayatt, Drownville and Barrington Center or were driven in horse-drawn buggies and



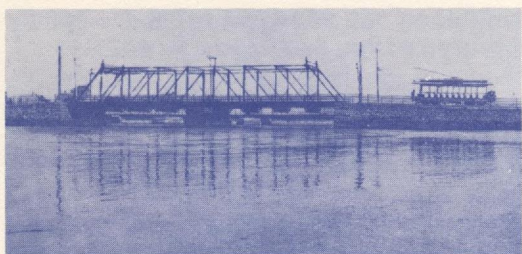
Barrington Railroad Station — Ca. 1925

later in automobiles. In the earlier days of the commuter train, the "pot-belly" stove must have been a welcome sight on many a winter morning. When a home on Second Street caught on fire (the original Drownville School) it was the bell on the night freight train which roused a sleeping West Barrington neighborhood and, though the house burned to the ground, made it possible to save its furnishings. The P.W. and B. had, indeed, become an integral part of the town's life! Following hurricane destruction (in 1938) of the two way tracks on the two bridges between Barrington and Warren, passenger service ceased, and now the 115 year old system, once busy with daily passengers, operates only infrequent freight runs between Providence and Bristol. At the present time there is speculation on the future of the railroad, ranging from a proposed rapid transit system to a possible shiploading operation.

Important to Barrington's growth, also, was an electric trolley well known as the "Broomstick Train" because of its long pole which connected with overhead power. In operation between Providence and Bristol by 1898, it crossed Bullock's Cove and entered Barrington at Peck's Corner. The tracks followed present-day Washington Road to Lincoln Avenue and continued north on Middle Highway to Federal

H. A. SCHLOSSER & CO.
EAGLE ELECTRIC CO.

JADE CONTROLS SERVICE
COMPLIMENTS OF A FRIEND



Kelly's Bridge, Warren, before re-modeling; hel hel

Road and then east to County Road and the present center of town, offering further commuting possibilities for those who preferred homes away from their city jobs. Its first run in 1898 is said to have brought a large group of people to a church supper at the Barrington Congregational Church. In the 1920's it was replaced by the busses of the present New England Transportation Company.

With the invention of the automobile Barrington's early growth as a suburban community was assured. Turn of the 20th century foresight in improving the town's roads and bridges made commuting to the cities a possibility early in the automobile's history, and the steady flow of traffic through and from Barrington today is a result of these earlier efforts. Throughout the late 1920's and the early 30's, as Barrington automobiles grew in number, residents put increasing pressure on the town for a suitable road surface that would allow travel during twelve months of the year.



Barrington Store & Post-Office Ca. 1915

During the years of the depression following the stock market crash of October, 1929, much of the improvement to Barrington roads was a part of work projects designed to provide unemployment relief to some of the hundreds of Barrington men who found themselves without jobs. In the Annual Town Report for the year ending October 31, 1931, Marion R. Blackmar, Director of Public Aid stated: "Barrington has not escaped the world wide business depression, and in her case the industry most hard hit by over production has been the Barrington Steam Brick Company, where hundreds of our Italian population have found the means of a livelihood, some of them having been induced to come to America to work in the Barrington brick yard. With business at a stand still, a large number of families have no means of support, and have been obliged to apply to the Director of Public Aid." The O'Bannon Company in West Barrington, which had been manufacturing artificial leather goods for the automobile industry and for the Army during World War I, declared a state of bankruptcy, forcing a number of families to leave town and seek jobs elsewhere.

Money for food, clothing, and fuel was scarce, and the situation for many families worsened when the winters proved particularly severe. Low prices were no help to people struggling for existence, and it meant nothing that a Chevrolet Coupe could be bought for \$500, a Richman suit for \$29.50, and Thom McAn shoes for \$4. Even the low food prices - coffee was selling for 29¢ a pound, eggs for 20¢ a dozen, and prime rib roast for 35¢ a pound - did little to help. The theme song of the depression, "Brother, Can You Spare A Dime?", was no laughing matter to those in desperate need.

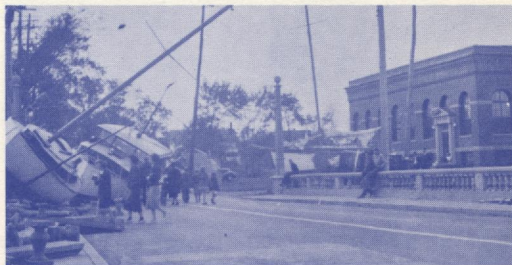
Town appropriation for welfare aid, which had been relatively small, in 1931 jumped to \$10,000 and in 1932 to \$20,000 and was used in the next few years, with additional state and federal funds, to provide assistance and jobs of manual labor on a number of special projects, mainly for the Highway Department. The C.W.A. (Civil Works Administration) and the W.P.A. (Works Progress Administration)

were as well known in Barrington as they were elsewhere, and helped meet the employment needs of many. Finding jobs for those not fitted for manual labor remained a puzzling problem until 1935 when the need for unemployment relief diminished. Conditions were improving, and in that year welfare appropriations were considerably reduced.

In 1934 J. Earl Clauson reported in the Providence Journal that Barrington was fortunate "in that its present, its future and its ambition coincide. Barrington nourishes no foolish ambitions for factories or even more stores than there are at present." He pointed out that no overtures were made for local industry, (though a textile factory in West Barrington and Barrington Steam Brick were still more or less in existence) and that Barrington would grow into a suburb because no other town within equal distance had the attractions it offered. Barrington has grown in size far beyond what might have been forecast, but, as predicted, has thus far resisted the temptation to be any more than a suburb, discouraging the addition of even the lighter type of industry. Barrington was described in the 30's as looking like the English countryside with its woodlands, rivers and rich meadows. Approximately fifteen farms were active at that time, and Helen Heath, a descendant of Pelag Heath, when about eight years old had been lost for a time in a corn patch so large that it ran all the way east from Jenny's Lane and Thomas Street to the water. As modern methods of travel made it possible for food to be brought from other areas, the farms were gradually sold. Following World War II what had been rich farm land was being developed for home sites, and streets lined with new homes were replacing rows of asparagus, strawberries, and corn. Today there remain only two working farms, the Vitullo dairy and vegetable farm on County Road and the Acciardo horse and cattle farm on Upland Way (originally the Viall property). St. Andrew's School until recently operated a farm to provide agricultural training for the boys enrolled there, and it became a favorite day's outing for young school children. Llys-yr-Rhosyn on Nayatt Road, where Karl Jones grows specimen roses, is open to public view and

continues to add spring and summer beauty to the Barrington scene.

On September 21, 1938 Barrington shared in a disaster. The devastation and terror that resulted from the Great Hurricane of 1938 are well remembered by any New Englander who witnessed the storm, but by none so vividly as those in Rhode Island and nearby Massachusetts coastal towns who experienced the tidal wave which accompanied it. There must have been many vacationers who remained at cottages to enjoy a pleasant Indian Sum-



1938 Hurricane — Police Station

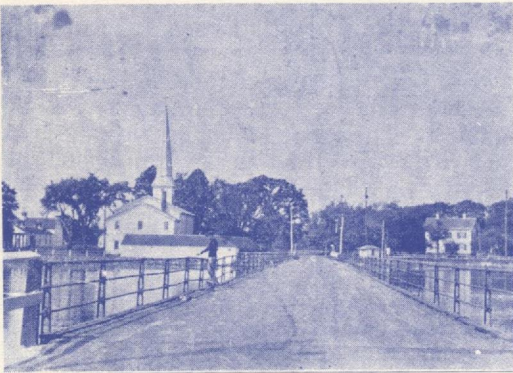
mer by the shore, and certainly none of these nor any year round resident was prepared earlier that afternoon for what took place a few hours later. The usually placid face of Barrington was twisted by a nightmare of howling 87 m.p.h. winds, flying debris, falling trees, and smashed homes. The peaceful waters of Barrington and Warren Rivers were turned into funnels, sucking up water driven by winds which reached a peak of 121 m.p.h. and an abnormally high tide. Water from Rumstick Point northward built up in a surging mass until it engulfed the highway bridge and carried away the two railroad bridges and the White Church Bridge. Forty foot



1938 Hurricane — Matthewson Rd.

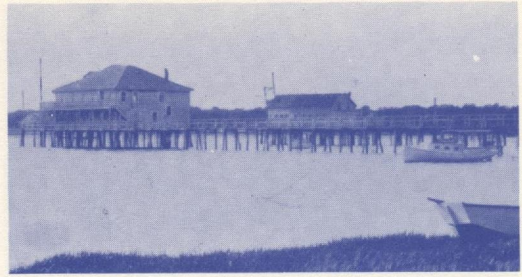
yachts were thrown from the Barrington Yacht Club Harbor over the bridge, and dropped on the highway. Never in Rhode Island history had there been a disaster to equal it — not in the big blow of 1815 nor even in 1954 when Hurricane Carol visited these shores.

Three lives were lost in Barrington that day, one of them a young Warren man who was drowned when the White Church Bridge collapsed, and tales of bravery and personal accounts of the storm are still being told. Two vacationers, Mrs. Grace Munro of New Jersey and Mrs. Samuel Colitz of Providence, who had rented cottages on Adams Point owned by Mr. and Mrs. Willard Bourne Sr., were caught in the swirling and rising waters as they struggled to reach higher ground. A fourteen year old Warren boy, Richard Holmes, who had been attempting to retrieve his boat, is credited with saving their lives by improvising a raft for them and then swimming some 600 feet to get help from the Bournes. The Andrew Carnegie Hero Fund Commission, on the recommendation of the Colitz's, later presented him with a bronze medal and a \$500 scholarship.



White Church Bridge — Ca. 1890

During the course of the storm, houses were washed away in Bay Spring and two East Providence women were drowned on Annawamscutt Beach. A priest who had been vacationing on Conimicut Point with his mother, tried to escape in a skiff after their house had been completely surrounded by water. Helpless against the hurricane driven waters, with only one oar, and with their boat spinning and racing, they had just about given up hope



Bay Spring Yacht Club — 1920

when a shift of current grounded them on Annawamscutt Beach. They were taken in for the night at a home on Appian Way — owned at the time by Mary Maylor — along with their canary which, after surviving the rage of the storm with them, was shortly eaten by a neighbor's hungry cat!

Rhode Island still bears some of the scars from both the 1938 and 1954 hurricanes and has become conscious of the need for rehabilitation and protection of its coast line. Conservation of all natural resources has, in fact, become a prime concern of Rhode Islanders. The town's steady growth, in the late 1800's as a summer community and after 1920 as a suburban community had not immediately alarmed Barrington conservationists. The delights of the Bay were shared by all with no concern for pollution of the water or the land, and conservation, as it is thought of today, was not a consideration. The heirs of George B. Haines in 1911 had given to the State of Rhode Island the area known as Haines Park which has since been maintained as a recreation site with picnic grounds, baseball diamonds, and nature trails. Land known as Veteran's Park was purchased in the 1940's, and this too, has been developed as a recreation area. After the town's purchase in 1960 of the 70 acres on Nockum Hill, conservationists became aroused, fearing that a possible bridge and industrial development would pollute an area where migratory birds had always found refuge. Twice, at the time of purchase and again in 1965, a special Industrial Commission appointed by the Town Council has requested to have this area surveyed for possible future use. Twice the conservationists have waged a successful campaign against its development. Their feeling is



Osamequin Nature Trail

that the area should remain as it is today — untouched, and a haven for wild life. The salt and fresh areas, and the islands of One Hundred Acre Cove are protected by 1966 legislation which makes it illegal to disturb marsh areas in any way.

The Wright property, a 31 acre tract at the scenic north entrance to Barrington, bordering One Hundred Acre Cove and facing Nockum Hill, was purchased by the town in 1967 with Green Acres funds appropriated in 1966. This forms the south plat, and an additional four acres given to the town by Mrs. Henry S. Chafee, and six and one half acres given by the State forms the north plat of the Osamequin Nature Trail. This trail, bearing Massasoit's given name, was a conservation project of the Barrington Garden Club, which provided the walks, and planted trees to attract a variety of interesting birds. The salt and fresh water marsh acts as a natural flight refuge for migratory birds, and the area is a haven for many small animals.

Other land areas acquired for conservation under the Green Acres Program are at Brickyard Pond, wet and dry areas in the Bay Spring section, Hampden Meadows sites between the Barrington and Palmer Rivers, and at Tiffany Pond — a fishing area and a breeding ground for herring. The most recent addition to conservation of Barrington lands is at the tip of Rumstick Point — 33 acres given to the state by Mr. and Mrs. Theodore Belling for the preservation of wild life and the protection of the natural shoreline and marshland.



Osamequin Nature Trail

The Hamemo Garden Club of Barrington, also concerned with conservation and beautification of the town, has planted and maintains the island at the Warren entrance to the town with bulbs and flowers. The atrium in the courtyard of the Sowams School was planted by this Club, and as a conservation project, they have provided a nature walk behind the Hampden Meadows School. Recently this group presented to the elementary schools an education program of slides and information dealing with conservation.

The town's population in 1920 numbered 3,897, by 1948 it was 7,124, and 20 years later as of the 1968 census it was 18,092. The State Development Council projects a gradual slowing of population growth in Barrington, and predicts that a peak of 22,800 will be reached by 1985. Since the first Town Meeting in 1770 the Town Meeting — Town Council form of government had been in effect, but the impact of this rapid population increase and the eventual necessity for departmental growth resulted in the adoption in 1960 of the Council-Manager Charter. Within the organizational structure, policy-making is vested in the Town Council and the School Committee, both accountable to the people at election time and at the Financial Town Meeting. It is for their appointed administrators, the Town Manager and the Superintendent of Schools, to execute these policies. Standing and Special Committees, composed of citizens who give their free hours and talent to them, help formulate policy and act as a guide for the Town Council.

Under the charter, Barrington initiated a method of Sanitary Land fill which became a model for other towns; it was the first community in the nation to qualify for federal aid for refuse collection; and it was the first community in the state to use its entire Green Acres allotment. Preliminary plans have been completed on town-wide sewerage collection and treatment, and on town-wide drainage collection. Education in all departments has been stressed, particularly in the areas of protection, and Barrington was among the first towns in the State to pay the total costs of educational enrollments for its personnel.

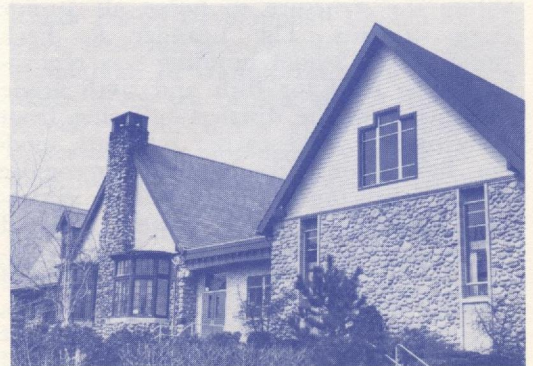
In 1890 the Rural Improvement Society of Barrington wrote of the town: "no form of vice has a habitation here; no police, no saloon, no jail or almshouse is needed." The town functioned with the services of a Chief of Police, and constables only when necessary, until 1934 when the need for full-time policemen was recognized. Apparently the numbers of roaming dogs and public disturbances became too many for one man to handle, and in that year the Police Department was established. Great strides toward the professionalism of that department have been made since then, and advanced education in modern methods of crime detection and law enforcement are now considered vital to police efficiency. As a result, a large number of patrolmen continue to enroll in courses relative to their jobs and, in addition, a cadet training program has been made available to high school and college students.

A permanent Fire Department was established only as recently as 1953, but this Department, too, has prided itself on the use of modern methods of protection. In 1968 the Fire Department initiated a Fire Cadet Program, and this year has recruited three Barrington College students and a student at Providence College who act as paid assistants. Not only have the Cadets been of valuable assistance, but their presence has created an interest in education among regular firefighters. Many of the permanent personnel have taken advantage of training and educational programs in their field, an effort which adds to the efficiency of their work.

The records are full of unpublicized stories of this Department's successful rescue efforts.

The Public Library was an outgrowth of a citizen's meeting in 1880 and until 1939, when a Town Library addition was made, it operated in a section of the original Town Hall. It has matured to the extent that it now serves a dual role in that it is both a local and a regional library. Gradually its requirements have become not only those of the town, but of Bristol and Newport counties, as well. As a vital part of community life it contributes time to the reading programs of the schools, conducts story hours for young children and presents lectures on a variety of topics for the benefit of townspeople. Future plans include the establishment of the library as a Central Resource Center for the growing number of colleges and businesses in the area. A second addition to the Library was completed in 1964, and the whole building is maintained as an attractive place to visit with the help of the Barrington Garden Club which has provided indoor plants and a memorial garden at the entrance.

In 1923 the attendance in the High School passed the one hundred mark, and that year a senior class of fifteen was graduated. From then on attendance in the public schools climbed steadily upward, and the School Department has had to make constant adjustment to increases. The Maple Avenue School which had been built in 1919 was almost immediately too small, and additions were made in 1922, 1926, and again in 1968. The West Bar-



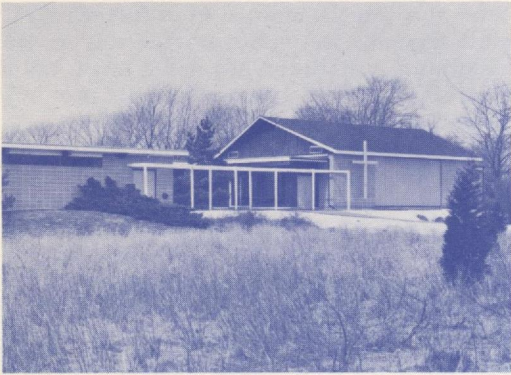
Public library wing of Town Hall



Barrington High School Class of 1913

rington Elementary School was added to the system in 1939, and in the 50's and 60's a major building program was undertaken. The Senior High School was built in 1951, Nayatt and Primrose Hill Schools in 1954, Hampden Meadows in 1956, West Barrington Jr. High Schools in 1959, and Sowams School in 1964. An addition was made to West Barrington Jr. High School, which was completed in 1969, enabling the structure to house all Junior High students. The Leander R. Peck Junior High School building was renovated to be used for fifth and sixth grade students from the districts suffering from overcrowding. Like earlier residents, modern Barrington citizens clearly recognize and support the need for quality education. Barrington's system is well respected and, in fact, studied by surrounding communities for its innovations. Non-graded schools, team teaching, transitional classes, and special educational facilities are just a few of the concepts which are being used successfully at the present time.

By 1942 a second Catholic parish, Saint Luke's Church on Washington Road, was incorporated, providing a Barrington church for many families who had been attending services in nearby Riverside. St. Luke's parochial school was begun in 1957 and officially opened its doors in 1958 to 225 Catholic children in the parish. The Barrington Baptist Church was organized in April of 1952 and St. James Lutheran Church in 1954. In 1962 a group interested in organizing a Presbyterian Church began to meet, and in May of 1964 formally moved into the former Christian Science Church building on County Road. Christian Scientists continue to meet informally. The Barrington Jewish Center has since 1965 been a place of worship and activity for those of that faith. Preliminary action was taken in 1968 towards the aims of a national effort at church union called COCU (Consultation on Church Union). Seven representatives of five of the local churches met weekly, reporting recommendations to their own churches which in-



Barrington Presbyterian Church

cluded exchange of pulpits by the ministers represented and attendance, by members of the churches represented, at a church other than their own. Another successful ecumenical effort has been made in Barrington during the past year with the offering of courses or dialogues sponsored jointly by all of the Barrington churches.



Barrington YMCA

For the past thirteen years the town has been served by its own weekly newspaper, The Barrington Times, Mrs. Katherine Stewart, Editor. Whether praising or prodding, The Times has demonstrated its concern for the town's development, calling attention to issues ranging from education to conservation, and has provided necessary communication at a time when the town was experiencing its most rapid population increase.

When Owings Stone, Rector of Saint John's Episcopal Church, came to Barrington over 25 years ago he "thought he was coming to a rural town." The greatest

changes in the Barrington scene have occurred since that time while the town was growing into a full fledged suburb. Increasing numbers of homes, schools, churches, stores and recreational facilities such as the new YMCA building, completed in 1963 and added to by 1969, all but occupy the spaces that made Barrington rural only 25 years ago; but through the efforts of the Zoning and Planning Boards, and because the voters have thus far been firm in their intention to keep additional industry out of Barrington, the basic character of the town has not changed. A public hearing was held in November, 1969 on a proposed complete revision of the Zoning Ordinance of 1926 which would have allowed apartments and nursing homes throughout a large area of the town and certain water-oriented industry in other areas. Hundreds of residents turned out to express protest, and the Town Council subsequently decided against the revision.

Thousands of residents recently signed a petition protesting the possible course of route Interstate 895 through any section of Barrington. An announcement on February 18, 1970 calling off the State's plans for the proposed route hopefully rules out any future possibility for the project. Drug abuse among youth, pollution of rivers, the filling of shorelines, a pure water supply, and school expansion are also of immediate concern.

It is difficult to imagine Barrington very much different than it is now or much more heavily populated than the peak 22,000 population projected by the Rhode Island Development Council. Highways, however, are crowded, and changes in methods of transportation are not unlikely. The sea which nearly surrounds Rhode Island offers great potential in underwater development. A move in the direction of regionalization or centralization is in the process of being studied throughout the country in the areas of government and education. Barrington begins a new year, a new decade, and a new century of its history with many challenges. How and why its citizens will meet them is the subject of the following reflection on the Town of Barrington today.

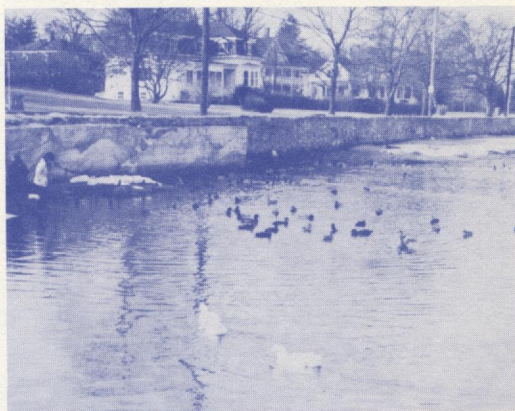


ESSENCE OF BARRINGTON

As early as 1621 visitors to Barrington were impressed by its picturesque location on Narragansett Bay — its streams, the fertility of its land, the salt and fresh water meadows, and its large areas of timber. They called it the "Garden of the Patent." In 1970 visitors and potential settlers are still being impressed by its continuing geographic beauty and its bi-peninsular characteristics which offer broad views of the Barrington and Warren Rivers. Modern Barrington settlers, not as dependent on the soil for their survival, appreciate the quality and condition of residences and schools, the lack of factory-type industry, the greenbelt areas, and the comparative lack of overcrowding. Appreciation for the town's beauty is rooted deep in its history and is a heritage descendants of the early settlers have clung to with admirable pride. It has been shared by newcomers in each of its growth periods, and it is now a way of life in Barrington.

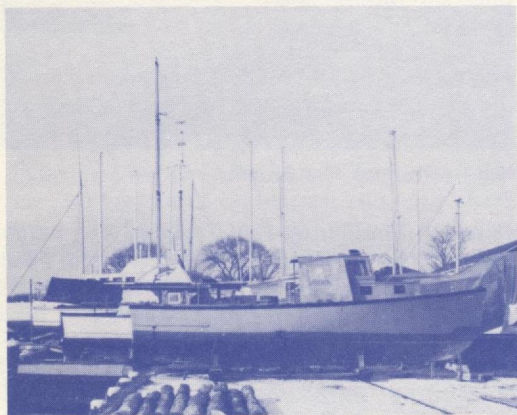
Residents have become accustomed to an ingredient of transiency, the result of a constant shifting of personnel by nearby industry. It is small wonder that families on the move look for a bit of permanence and relaxation in Barrington, which holds the deserved title of "bedroom" for cities such as Providence, Fall River, Taunton, and Attleboro. They are reassured by the tranquil sight of small children playing near the water's edge, the groups of fishermen along its bridges, and the boats clustered at the Yacht Club awaiting weekend activities. They are encouraged by its obvious suburban conveniences — its attractive shopping centers, the abundance of its churches and schools, its library and other public buildings, and the evident efficiency of its government.

Barrington looks like a nice place to live, and most find that it is. After five years of residence one is considered prac-



tically permanent, and families who stay around a while admit to an attachment for the town which may well be related to its very foundation. Early colonial towns like Barrington evolved out of an economic necessity for communal living and collective resources, but the characteristic homogeneity of these towns was a result of a need to practice in freedom unpopular religious beliefs. The settlers formed a pure democracy with inherent rights for determining, not only the policy of the settlement, but the character and religious beliefs of its inhabitants as well. As the population grew, the nature of the government remained the same, though it changed in character from a pure to a representative democracy, and the success of state and national governments in a new land resulted from these early experiments in town democracy. Thus, the Barrington we know today really grew out of basic desires for self-identity, self-expression, and for a life among those of common interests and values. Such desires are characteristic of man's nature and, aside from its appearance and conveniences, form the basis for Barrington's continuing appeal.

Participation in democratic decision-making in Barrington today has changed from what it was when the population numbered 200, but its basic appeal has not. The average citizen's life has been complicated to the extent that he often cannot find the time nor the inclination to participate actively in local government. He is quite content to leave such affairs to experts, and he is satisfied with the knowledge that his fundamental desire for recognition remains a possibility in Barrington through local elections and at the annual Town Meeting where citizens sometimes vocalize loudly on issues which concern them. Of further importance is the fact that ever changing families have been able to bring objectivity, new ideas, and the experience of other areas to more permanent residents. It has long been uniquely typical of the traditional New England town that it resents changes and clings to historic customs. Not only do newcomers to Barrington value its traditions, but long term families recognize that the traditional way is not necessarily the only way.



A number of Barrington organizations and groups have been formed during the last century which offer residents additional opportunity for self-expression and identity and which demonstrate the deeper nature of the town's way of life. The parent of them all was the Barrington Mutual Improvement Society whose determination it was to improve the state of society in Bar-

rington, and many organizations grew out of the initial efforts of this group. Another pioneer in early efforts toward improvements was the Barrington Rural Improvement Association, organized in 1881 for the earnest objective of "cultivating public spirit, quickening social and intellectual life and physically improving the town." In a location so conducive to boating, fish-



ing, and swimming, and with life so filled with car pools, lawn cutting and Little League Baseball, it is a wonder that there is leisure time left for anything more serious. The fact is that many of the same people who live Barrington's recreational life also find the time to pursue common goals as part of these organizations. While group projects have been in the past in and for Barrington, many are beginning to serve an even broader purpose.

Celebrating their fiftieth anniversary this year, nationally and in Barrington as well, is the League of Women Voters, its stated purpose "to promote political responsibility through informed and active participation of citizens in government." The League is a non-partisan organization working to assure the success of democracy on three levels — local, state, and national. The Barrington League is an active and vital force in the town, and, as a longtime advocate of conservation, is currently working for an adequate pure water supply at all three levels of government, and, in addition, has sponsored many programs for the discussion of current political and social problems.

The Junior Women's Club has community betterment as its special purpose and was the founder of the Citizen's Scholarship Fund ten years ago. They have provided and equipped the Bay Spring playground, given the town a skating rink, and contributed every year to many worthwhile local causes. Their swim program, maintained by volunteer members of the group, helps retarded children throughout Bristol County, and they conduct a statewide Amblyopia testing project, the first group in the state to attempt such a program. They have also taken an active interest in Marathon House in Coventry, and have supplied this rehabilitation center for drug addicts with funds, clothing, and other necessities.



Barrington Programs for Action, a more recent organization, grew out of a concern for growing national racism and a desire to alleviate some of its causes. This group, which has involved hundreds of Barrington residents in the problem of the "inner city," acts as a source of information for anyone who wishes to serve its purposes in the areas of recreation, tutoring, employment, housing and family sponsorship.

Friendship and increased understanding among men has been the aim of the American Field Service since its inception in 1914, and Barrington's volunteer community chapter has been active since 1961. Through the Service high-school students from such countries as South Vietnam, Germany and Egypt have had a year's experience in Barrington's Schools and homes. Also Barrington youngsters have had the benefit of a year abroad in Switzerland, Turkey and South Africa.



Holy Angels Parish Church, 1963

International, inter-racial camps for children of nine to thirteen were created by a former Barrington resident, Natalie Peters son. The Leuthi-Peterson Camps are held in three countries of Europe and in Freedom, New Hampshire for the purpose of promoting understanding between children. The working board is composed almost entirely of Barrington residents.

Concerned with youth are groups such as the Barrington Boosters who provide athletic equipment for the high school athletic teams not otherwise provided for in the school budget, and the Lions Club which sponsors youth programs in Barrington. The Lions also have a deep interest in sight conservation, support a statewide program of eye testing, and provide funds for glasses and eye operations where there is a need for help.

Approximately twenty-five male citizens give freely of their time as Constables for the Police Department for the purpose of increasing the Department's manpower and obtaining citizen involvement and understanding. Many Barrington citizens are actively involved in individual volunteer efforts at various Rhode Island hospitals or volunteer Health Centers in Providence.



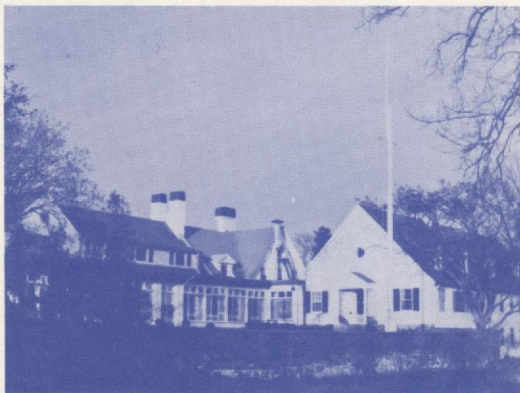
Sowams School — Hampden Meadows

Others support the Rhode Island School of Design Museum and the groups which benefit from Arts Rhode Island. Barrington members of the Junior League of Providence contribute their time to worthwhile projects undertaken by this group, and there is a supporting chapter of Children's Friend and Service in Barrington.

Barrington people share a common interest in sports and recreation too, and there is no doubt that, though nature has provided the area with ample means for recreation, the additional provisions are numerous. There are several tennis courts, skating rinks, an active YMCA, Country Club, Yacht Club, a town sponsored recreation program, and a Golden Age Club. For the amateur performer there is a Men's Glee Club and Boys' Choir, a dramatic group known as The Players, and even a Barrington Symphony Orchestra. Skiing has become a preoccupation with scores of Barrington families, both at Rhode Island ski areas and on weekend trips into the northern New England states. Sports and other activities, are often a family affair, and in Barrington family recreation is also encouraged by the schools and by most clubs. Few families have not in some way been involved with the Cub Scout Circus, and attended a school program or

a club picnic. The Family Association was founded to establish a code of social behavior for junior and senior high students and sponsors certain social functions such as skiing, skating parties, or dances.

Like his colonial predecessors, today's Barrington resident is gregarious and socially oriented, but he is far less concerned with his neighbor's religious and ethnic background. Such differences are by now becoming so widespread that few are even very aware of them. Most recognize that the town can only benefit from this kind of diversity. Like the early colonials, today's Barringtonian is industrious, but he also reflects the highly competitive society in which he lives. His life is busy and often demanding, and he may even work hard at relaxing. He lives in an atmosphere of wealth, in a town where there are more cars than families and the median family income is the highest in the state. Yet as



Rhode Island Country Club

he becomes increasingly aware of the world's growing problems, common interests and values are becoming more difficult to define. As costs continue to rise he sees the need for adjustment and revision of the town's budget, and he finds he must adjust his own feeling of what is important. Whatever individual differences of policy result in the future, keeping Barrington "a nice place to live" will, as in the past, provide a common objective. Barrington residents can be confident that their kind of vitality and concern guarantees the town's further development and maturity.

J. A. H.

BARRINGTON COLLEGE

Fortunate is the community with a good college. For two decades Barrington has had this important asset within its boundaries.

Barrington College purchased its present campus in 1950, and a decade later the last remaining departments were moved to Barrington from Providence. In that year the institution's name was officially changed to Barrington College. Since that time five major buildings have been erected, and several more are planned.

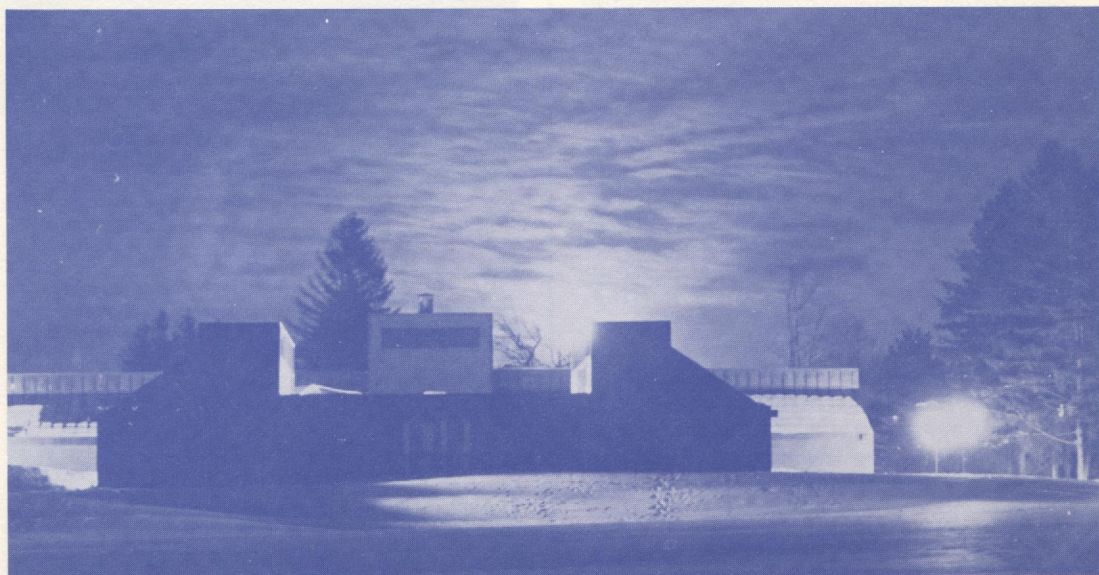
Barrington College is a four-year, co-educational Christian college of over 600 students, offering 22 majors in the arts and sciences. Founded at Spencer, Massachusetts in 1900, The college will celebrate its Diamond Jubilee in 1975.

The land on which the college is now permanently located at the edge of town was the former Frederick S. Peck estate. Ferrin Hall, the major administration building for the college, was originally the Peck mansion located in what was called

Belton Court. Long-time residents of Barrington can remember social events at the estate, including an annual lawn party of St. John's Church.

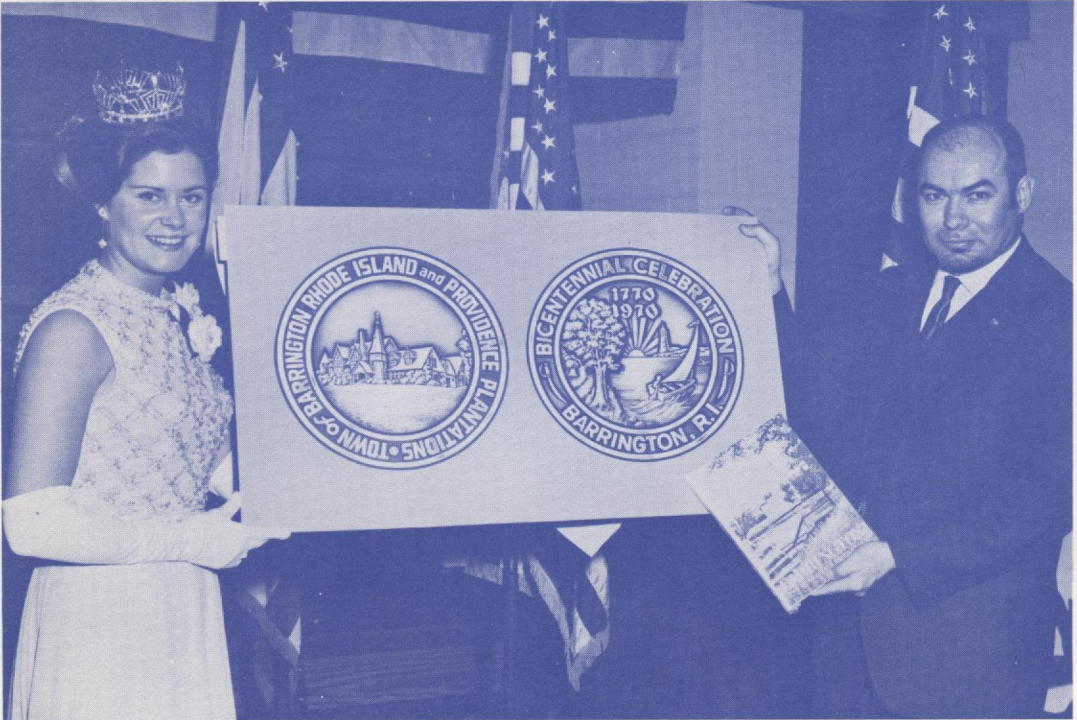
Barrington College is fully accredited by the New England Association of Colleges and Secondary Schools. The School of Music is accredited by the National Association of Schools of Music.

In the preparation of this booklet two Barrington students received extra honors credits for their work in gathering information and writing special articles. Barrington Colleges offers evening classes as a regular part of the curriculum program and holds two summer sessions. Additional educational services for the general public include a nursery school, a preparatory department of the Division of Fine Arts for community children and adults, and the Barrington College Service Corps which places students in service assignments throughout the Greater Providence area.



Barrington College Gymnasium

BICENTENNIAL COMMEMORATIVE COIN
AND HISTORICAL BOOKLET

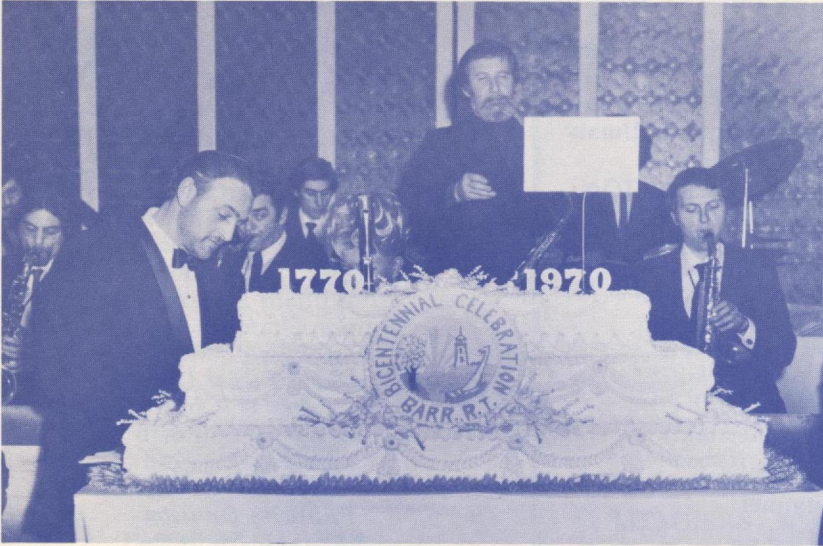


Miss Rhode Island, Jeanne Lynn Bursley and Chairman Bob Hurst present commemorative coin and historical booklet at kick-off banquet which was held on February 14, 1970 at Barrington College.

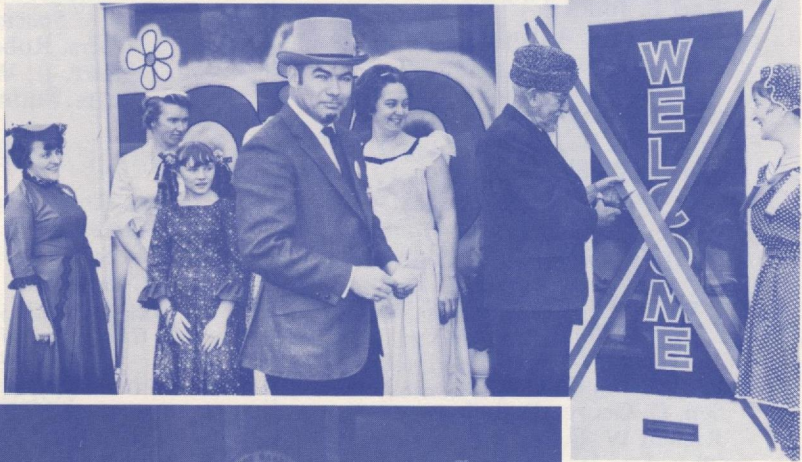
BICENTENNIAL GLIMPSES 1970

KICK-OFF DINNER — FORMAL BALL — BICENTENNIAL BELLES





350 pound commemorative cake is cut by donator Joseph Vincent Balasco



Headquarters grand opening by Karl Jones



First Kangaroo Court finds Shadd guilty — tar and feathers

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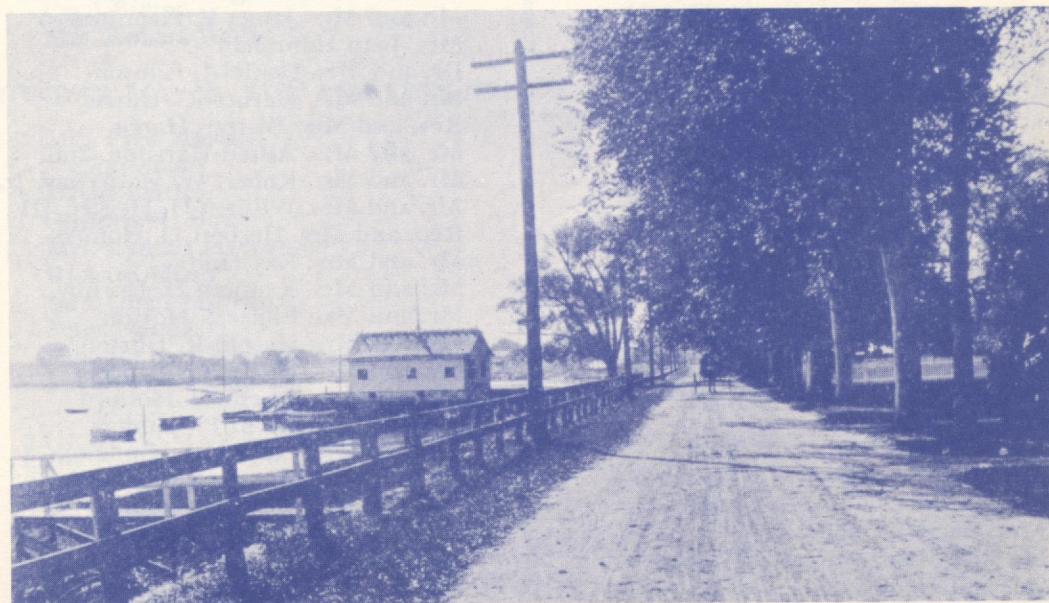
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